CONTINENTAL RAILWAY INVESTIGATIONS.

REPORT

TO THE

BOARD OF TRADE

ON

RAILWAYS IN AUSTRIA AND HUNGARY

BY

Mr. C. H. PEARSON and Mr. N. S. REYNTIENS.

Presented to both Houses of Parliament by Command of His Majesty.

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PREFATORY NOTE.

THE accompanying Report on the Railway Systems of Austria and Hungary was prepared at the direction of Committee C of the Board of Trade Railway Conference. That Committee appointed Mr. C. H. Pearson, of the Great Central Railway Company, and Mr. Nicholas S. Reyntiens to carry out certain investigations into continental railway conditions. Their first report, dealing with German Railways, was published with the Report of the Railway Conference (Cd. 4677). The present Report on the conditions prevailing in Austria and Hungary was not received in time to be included in that Blue Book.

The following Table gives the English equivalents of the measures, weights, and coinage referred to in the Report :—

1	Austrian mile	4·7	English miles.
1	kilometre (1,000 metres)	·62	„ miles.
1	metre	39·37	„ inches.
1	kilogram	2·2	„ pounds.
1	florin or gulden	1*s.* 8¾*d.*	
1	krone (abbrev. Kr.)	10*d.*	
10	kreuzer	2*d.*	
10	heller (abbrev. H.)	1*d.*	

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RAILWAYS IN AUSTRIA AND HUNGARY.

RAILWAYS AND THE STATE.

History.

Viewed from the stand-point of to-day, there would appear to exist a great similarity between the Railway systems of Austria-Hungary and those of Germany, but on closer examination the fact is revealed that this similarity is confined in the main to the circumstance that in both countries the major portion of the railway communications is directly or indirectly in the hands of the State.

Even in the constructive process of State ownership differences manifest themselves, and the firm and unretarded progress towards the attainment of the object of State ownership and control which has been the lot of Germany is in distinct contrast with the experience of its neighbour.

In Austria, the path has been beset with obstacles, and to-day, with the purpose to some extent achieved, the future would seem to foreshadow many difficulties before complete successful State administration results.

The first railways in Austria date from 1832, and were the result of private enterprise. In the early forties, however, activity in railway matters was manifested by the Government, who took in hand the construction of railways, and also laid down definite regulations as to the granting of concessions for the construction of privately owned lines; so the State construction of railways proceeded, until the year 1856. It then became recognised that the condition of the State finances did not justify the continuance of the system of State construction of railways; the endeavours of the Government were centred on encouraging private capital to find an outlet in railway investment with adequate State control, and so once more in the history of Austrian Railways there is a period where private construction and ownership preponderate, the existing State-owned lines being disposed of to private companies for 90 years with guarantees of interest. This state of affairs continued until 1873, when the Government again undertook the construction of railways, and also the gradual nationalisation of the existing private lines. To-day the State system is the larger, and the proportion will in the very near future be further increased owing to the pending acquisition of two of the largest private companies.

The development (and intermediate checks) of the State system in Austria is exemplified in the following table:—

Year.	Total length of all Railways on Austrian State Territory.	Of this the length of the State Railways, and Private Railways worked by the State amounts to	
	Kilometres.	Kilometres.	Per cent.
1837	14	—	—
1840	144	—	—
1845	728	345	47·39
1850	1,357	833	61·38
1855	1,588	519,	32·68
1860	2,927	13	0·44
1865	3,698	13	0·35
1870	6,112	13	0·21
1875	10,331	115	1·11
1880	11,429	1,970	17·23
1885	13,329	5,155	38·60
1890	15,273	6,660	43·51
1895	16,420	8,797	53·50
1900	19,229	11,059	57·51
1905	21,002	12,701	60·48
1906	21,594	14,673	67·95

The foregoing table shows that not only does the Austrian State work its own lines, but also those which are private property—so, dividing out the railways in that way, we get the following result showing the grouping of the Austrian lines at the end of 1906.

Description.	Length in Kilometres.
(1.) Railways worked by the State—	
(a.) State Railways (excluding Nordbahn):	
"Hauptbahnen" (main lines)	7,643·297
"Lokalbahnen" (subsidiary lines)	1,028·326
Total ...	8,671·623
(b.) Kaiser Ferdinands Nordbahn (recently Nationalised):	
"Hauptbahnen"	1,035·580
"Lokalbahnen"	311·696
Total ...	1,347·276
(c.) Private Railways:	
Worked by State Railway Directions—	
"Hauptbahnen"	443·911
"Lokalbahnen"	4,323·296
Worked by the Kaiser Ferdinands Nordbahn—	
"Hauptbahnen"	32·691
"Lokalbahnen"	110·818
Total ...	4,910·716
Grand Total	14,929·615
(2.) State Lines leased—	
(a.) Worked by Foreign States:	
"Hauptbahnen"	15·645
(b.) Worked by Private Companies:	
"Lokalbahnen"	29·641
Total ...	45·286
(3.) Private Railways worked by Private Companies—	
"Hauptbahnen"	4,600·057
"Lokalbahnen"—	
(a.) Belonging to "Hauptbahnen"	859·044
(b.) Independent "Lokalbahnen"	1,409·033
Total ...	6,868·134

The principal privately owned "Hauptbahnen" are:—

Name.	Length in Kilometres.
Southern Railway (Austrian lines)	1,532
State Railway (State Railway Company)	1,366
North Western Railway	938
Buschtehrader Railway	422
South North German Connecting Railway (worked by North Western Railway)	285
Aussig-Teplitz Railway	253
Graz-Köflacher Railway	91
Vienna-Aspang Railway	80
Vienna-Pottendorf-Vienna-Neustadter Railway	65
Kaschau-Oderberg Railway ("Austrian section")	64
Ostrau-Friedland Railway	33
Leoben-Vordernberger Railway	15

State Railways in Hungary.

In Hungary it is again only necessary to recall the fact that in that country the transitional period of private ownership also obtained in the midst of the furtherance of nationalisation; the first railway was built in 1846, but development was not rapid. The private system prevailed for many years, but the burden thrown upon the State through guarantees had a great influence in the direction of nationalisation, which has made such progress that to-day in Hungary, even more than in Austria, we find the State system paramount.

The grouping in Hungary at the end of 1906 was—

	Kilometres.	
A. Existing State Lines:		
(1.) Hauptbahnen	7,447·450	
(2.) Lokalbahnen	354·755	
		7,802·205
In addition should be added the lines of other Companies used jointly by the State ...	147·796	
And the Foreign connecting lines worked by the State	28·148	
		175·944
B. Private Lines, worked by the Proprietors:		
(1.) Hauptbahnen	1,271·369	
(2.) 18 Lokalbahnen	1,209·200	
(3.) Private lines worked by other private Companies (19 Lokalbahnen)	731·316	
		3,211·885
C. Private lines worked by the State:		
(a.) For own account—		
(1.) One Hauptbahn	3·483	
(2.) Five Lokalbahnen	298·257	
(b.) For account of the Proprietors:		
(1.) One Hauptbahn	68·073	
(2.) Two Lokalbahnen	69·391	
(c.) On payment of actual cost 105 Lokalbahnen	7,546·775	7,985·979
Total ...		19,176·013

The principal private "Hauptbahnen" in Hungary are:

	Kilometres.
The Hungarian section of the "Südbahn" (Southern Railway)	704
" " " "Kaschau—Oderberg" Railway	383
" Gojor Sopron Ebenfurt Railway	120

State Purchase of Private Railways.

As previously indicated, the State-owned lines of to-day are by no means entirely State-constructed. Considerable purchases of private undertakings have at one time or another been made, particulars being given in the table which follows:—

Railways acquired by State (Austria).

Names.	When acquired.	Share Capital.	Debentures.	Other Capital Expenditure.	Purchase Price.	Capital Value of Yearly Annuity.	Total Price.
		At the time of acquisition. Kronen.					
Dniester Railway ...	1876	—	—	—	4,273,480	—	4,273,480
Braunau-Strass-walchen Railway.	1877	—	—	—	1,750,000	—	1,750,000
Lower Austrian State Railways.	1878	—	—	—	18,349,278	—	18,349,278
Vienna connecting Railways.	1882–1895	—	—	—	3,654,479	3,867,180	7,521,659
Empress Elisabeth Railway.	1884	325,835,440	30,758,680	—	—	—	356,612,120

Names.	When acquired.	Share Capital.	Debentures.	Other Capital Expenditure.	Purchase Price.	Capital Value of Yearly Annuity.	Total Price.
		At the time of acquisition. Kronen.					
Emperor Franz-Josef Railway.	1884	222,930,400	—	—	—	—	222,930,400
Pilsen Priessen Railway.	1884	38,195,200	—	35,801,160	—	—	73,996,360
Moravian Frontier Railway.	1884	18,057,200	—	—	—	—	18,057,200
Vorarlberg Railway ...	1886	31,560,000	—	—	—	—	31,560,000
Crown Prince Rudolph Railway.	1888	319,728,162	—	—	—	—	319,728,162
Dux Bodenbach Railway.	1892	—	—	—	—	80,116,903	80,116,903
Prague-Dux Railway	1892	—	—	—	—	69,027,072	69,027,072
Archduke Albert Railway.	1892	47,013,400	—	—	—	—	47,013,400
Galician Charles-Louis Railway.	1892	241,592,280	—	—	—	—	241,592,280
Eisenerz Vordernberg Railway.	1893	11,940,000	—	—	—	—	11,940,000
Czernowitz Nowosielitza-Russian Frontier Railway.	1893	5,000,000	—	—	—	—	5,000,000
Laibach-Stein Railway	1894	1,600,000	—	400,000	—	—	2,000,000
"Lokalbahnen" of the Austrian "Lokal" Railway Company.	1894	77,381,532	—	*-2,600,000*	—	—	74,781,532
Bohemian Western Railway.	1895	76,708,498	—	—	—	—	76,708,498
Moravian Silesian Central Railway.	1895	28,456,800	—	—	—	—	28,456,800
First Hungarian Galician Railway.	1905	74,965,800	—	14,941,765	—	*-27,535,780*	62,371,875
Nürschan Hermanns Hütte Railway.	1905	—	210,000	—	—	—	210,000
Asch-Rossbach-Adorf	1905–6	2,166,000	—	—	1,106,290	—	3,272,290
Postelberg-Laun Railway.	1905	690,720	942,871	—	—	—	1,633,591
Kremstal Railway ...	1906	8,939,400	154,593	—	—	—	9,093,993
Pnizgauer "Lokal" Railway.	1906	2,640,000	294,333	840,368 *-1,005,670*	—	—	2,769,031
Emperor Ferdinand's Northern Railway.	1906	—	—	—	5,274,654	607,856,460	613,131,114

Terms of purchase of private lines.

The purchase of a private line has, as a general rule, been the result of negotiation and amicable arrangement based on the conditions of the Concession.

In many cases, the original Concession has stated that on and after a certain date the option of purchase shall be with the State on certain conditions (*a*) the average of the results of the best five of the last seven years, to be paid half-yearly to the Company for the remainder of the period of Concession, or in the form of a capitalised sum or (*b*) 5 per cent. on the "Anlage" Capital, either in half-yearly payments or a capitalised sum. The date on which the State had the option of purchase apparently did not follow a fixed rule ; the earliest concessions were for a period of 50 years, later the time was extended to 90 years, but the option of purchase might be within a period of 25, 30, &c., years from the date of the Concession. The Staats Eisenbahn Gesellschaft (State Railway Company) is composed of lines constructed under Concessions of varying dates, 1854, 1855, 1856, and the State option of purchase came into force in 1902.

Of course, although a basis is fixed in the Concession, that does not shut the door to amicable negotiation, and in point of fact probably this latter mode was responsible for the majority of the settlements arrived at in the purchase of private lines.

Acquisition of Bohemian Northern Railway.

The agreement relating to the purchase of the Bohemian Northern Railway, which bears date of 26th March, 1908, furnishes an example of a State purchase. It sets forth :—

The "K.K." Priv. "Böhmische Nordbahn-Gesellschaft" cedes and the "K.K. State Administration" takes over as from the 1st of January, 1908, the entire property of the former, consisting of :—

(*a.*) Ten small lines of railway.

(*b.*) Private sidings and sidings owned by the Company, rails and other appurtenances including rolling stock, stores, and materials of all descriptions, also lands in the possession of the Company but not appearing in its books (especially the property situated in Prague).

(*c.*) All other assets and monies of the Company.

(*d.*) The unissued 3½ per cent. 1903 Debentures of the nominal capital value of 8,500,000 M.

The Company undertakes that the dividend paid shall not exceed 18 Kr. per share for the year 1907.

The State administration shall assume all liabilities, more especially :—

4 per cent. 1882 Debenture Stock M. 43,500,000.

3½ per cent. 1903 „ „ M. 15,000,000 (of this latter only 5,600,000 Marks have been issued).

The State administration shall be substituted for the Company in all existing agreements or contracts which henceforth shall be for the account and at the risk of the State.

For each share of 425 Kr. in the Bohemian Northern Railway the State shall pay the nominal sum of 400 Kr.

This amount shall be paid :—

(*a.*) By issue of State Railway Consols at 4 per cent. (payable on the 1st of July and 2nd of January of each year) the whole to be repayable before 1968. This 4 per cent. interest to be free of all taxes and dues.

(*b.*) It being impossible to deal with the whole of the shares in this manner, the balance will be paid in cash based on a ½ per cent. reduction on the quoted value of the shares.

Notice of the exchange of State Railway Consols for shares must be published in the "Prague Zeitung" and the "Vienna Zeitung" three times at intervals of two weeks.

Shareholders shall be entitled to present their shares for exchange within a period of three months from the last published notice.

Should shares not be presented within this period, the State administration shall deposit the securities or cash in the Law Courts.

So soon as this agreement shall have been completed and the State administration shall have taken possession of the Company's properties, the Company shall be wound up.

The winding up shall be carried out by the State administration, and at their sole cost.

The lines mentioned in the preamble shall be worked for account of the State administration as from January 1st, 1908.

The profits therefrom shall be paid to the State Administration as from January 1st, 1908.

Any increase in expenditure or income shall be debited or credited to the State Administration, as the case may be, as from January 1st, 1908.

Expenditure shall include taxes, coupon stamp dues, and the cost of quoting the shares and debentures of the Company on the Exchange.

As the profits for 1908 fall into the coffers of the State Administration, so must provision be made by them for the paying of interest and writing off of debentures.

The State Administration shall also pay 17 Kr. to the holders of each of the 93,333 shares of 300 Kr. each, on the 1st of July, 1909.

The Company undertakes neither to sell nor to mortgage any of its property without the assent of the Ministry of Railways. The Company shall also obtain the assent of the Ministry before entering into any agreement or contract which may bind the Company beyond the year 1908. The Ministry shall be deemed to have consented to such agreement or contract if no reply has been received within three weeks of the submission of such agreement or contract. Should the Company disregard the above stipulations, they shall be responsible for any loss or damage thereby incurred, and such loss or damage shall be deducted from the amount to be paid to the shareholders.

Possession of the properties referred to shall follow the signing of this agreement, and at the latest on December 31st, 1908. The working of the lines shall also be taken over on the same date.

The Company shall administer the various properties up to the time of the taking of possession of the same by the Ministry of Railways, without special remuneration.

The Company shall also carry out and observe any Ministerial decree which may be issued for this purpose.

All documents, plans, books, accounts, together with all archives shall be handed over to the State Administration at the time of their taking possession.

These shall be kept for the period laid down by law.

The whole staff of the Company with all existing rights and privileges shall be taken over by the State Administration.

The State Administration especially undertakes the continuation of the pre-existing rights of the staff to Pensions, &c., under the Scheme of the Company.

Whatever payment the Company has made to its employees since December 31st, 1900, by way of assistance for the payment of income or other taxes shall be continued by the State Administration until the Employee shall at his own will enter the ranks of State Employees.

Pension Schemes and funds shall remain as they were unless employees choose to join the Pension Fund of the State Administration.

All disputed points of law arising between the parties to this agreement shall in the first instance be brought before the law court in Vienna.

This agreement together with any other agreements, contracts, &c., necessary for its fulfilment shall be exempt from Stamp tax and dues, &c.

This agreement shall be binding on the Company, after its acceptance by the General Meeting to be held at the latest on April 30th, 1908.

It shall be binding on the State Administration after it has been approved by Parliament.

Should this approval not be forthcoming by the 20th December, 1908, then both parties shall be released from their obligations.

Following the making of the above agreement, the approval of Parliament is signified in an Imperial Law dated August 2nd, 1908, the principal points of which are :—

The Minister of Finance is hereby empowered to carry out the conditions of the agreement, and to issue State Consols to the nominal amount of 48 million Kr. bearing interest at the rate of 4 per cent. from the 1st January, 1909, without deduction of taxes or other dues, repayable on or before the 31st of December, 1968.

The Railway lines cited in this law shall be worked by the State, and shall not be leased to or worked by a private Company except by authority of some future law.

The line from Warnsdorf to the Frontier is excepted from the above conditions and may be worked by the Royal Saxon State Railways.

The rights of the whole staff of the Company are guaranteed up to the time of their accepting the status of the staff on the State Railways.

Each member of the staff may elect at his choice to enter the status of a State Railway servant or remain in the status of the Company.

The staff of the Company shall suffer no diminution in fixed salary when taken over by the State.

Until such time as a further law be passed the State Railways Administration shall take into account local requirements as regards the appointment of officials, but as far as possible they shall be appointed from the ranks of both nationalities (German and Czech) having regard to the language spoken in the locality in question.

Concerning income tax the following is enacted by way of an exception to the General Law.

Until the end of 1957 the State Railway shall pay a sum equal to the tax paid by the pre-existing Company.

This sum shall be divided out among the various localities in the same way as if the Company still existed.

Railways with outside interests

The agreement and law, however, which have just been quoted refer to the purchase of a line and concurrent extinction of the Company, but in Austria it is well to point out in some cases the Private Railways have subsidiary interests apart from transportation, such as coal mines, iron and steel works, hotels, &c., and in those cases State purchase of the lines does not mean the termination of the Company. It still exists for the exploitation of its other undertakings, and so special arrangements for payment must be made.

An example of this method of State acquisition is the purchase of the Kaiser Ferdinand's Nordbahn in 1906, the principal clauses in the agreement being :—

The Company cedes to the Government and the latter accepts, dating from January 1st, 1906 :—

I. The entire Railway net granted by the concession of January 1st, 1886, namely :—

[Here follows description of the Railway.]

II. The following Local Railways :

[Here follow the names of the Railways.]

The above enumerated railways include the land on which they lie and all materials and appurtenances, such as rolling stock, sidings, &c.

The "Kaiser Franz-Joseph Jubilee Children's Home" shall also be handed over and will be conducted on the same lines as heretofore, by the State.

The Coal Mines, together with narrow gauge lines appertaining to them, shall remain in the possession of the Company.

The stores of the main lines shall be handed over to the State, their value being estimated at 7,176,444 Kr. Should it transpire after valuation that they are not worth this amount the Company is to pay to the State the difference between the valuation and the above mentioned sum.

Only such stores of the local railways as have been purchased out of capital shall be handed over to the State.

The Company further cedes to the Government :—

1. Pension funds A and B. The Government taking over all liability therefor.

2. The sinking fund (amounting to 27,951 Kr.) for the writing off of the 5 per cent. debentures of January 1st, 1871, and January 1st, 1872.

The State undertakes the redemption of the aforesaid debentures on or before December 31st, 1940, and also the payment of interest thereon.

3. The reserve fund for construction of the Local Railways.

4. The loan of December 1st, 1888, amounting to 10,434,000 Kr., and the loan of August 1st, 1904, amounting to 51,060,000 Kr., the State assuming all liability therefor.

The State shall pay for the aforesaid properties of the Company as purchase price

(*a.*) For the main lines the sum of 30,537,000 Kr. yearly till extinction of the concession.

(*b.*) For the local lines as per Appendix A.

(*c.*) For the Local Railway from Kremsier to Zborowitz the sum of 1,559,654 Kr. together with 5 per cent. interest up to the time of payment from January 1st, 1906.

The sums mentioned in (*a*) and (*b*) shall be paid by the State to the Company without any deductions for taxes, &c.

Should these sums, however, be diminished by means of taxes owing to an alteration of the law, the State Administration is to compensate the Company for such loss.

In addition to the purchase price mentioned above the State will take over the following loans and debentures from January 1st, 1906 :—

1. The 5 per cent. loan of November 1st, 1872, amounting to 362,400 Kr.

2. The 5 per cent. loan of January 1st, 1871, and the 5 per cent. loan of July 1st, 1872 (for the Moravian and Silesian North Railway), amounting to 318,400 Kr.

3. The 4 per cent. loan of March 1st, 1886, amounting to 95,760,000 Kr.

4. The 4 per cent. loan of January 1st, 1887, amounting to 26,945,400 Kr.

5. The 4 per cent. Guaranteed loan of January 1st, 1887, amounting to 35,716,000 Kr.

6. The 4 per cent. loan of December 1st, 1888 (for the Local Railways), amounting to 24,326,000 Kr.

7 The 4 per cent. loan of July 1st, 1891, amounting to 26,160,000 Kr.

8. The 4 per cent. loan of February 28th, 1898, amounting to 36,680,000 Kr.

9. The 4 per cent. loan of August 1st, 1904, amounting to 7,500,000 Kr.

The sums paid in interest and writing off of these loans shall be deducted from half of the yearly payments (*a*) and (*b*).

The remainder of this half of those yearly payments shall be paid to the Company on the 30th of June and 31st of December in each year.

The Company further undertakes to hand over to the State :—

(*a.*) Certain specified real property for a sum of 3,715,000 Kr. with 4 per cent. interest from January 1st, 1906, to the day of payment.

(*b.*) 3,936 shares of the Ostrau-Friedlander Railway for a sum of 3,936,000 Kr. with 4 per cent. interest from January 1st, 1906, to the day of payment.

The Company shall cede to the State its one-sixth share of the Vienna connecting Railway and the State shall pay the sum of 1,058,382 Kr. therefor together with 5 per cent. interest from January 1st, 1906, till the day of payment.

The entire staff, with the exception of that portion of it which the Company desire to keep, shall be taken over by the State and paid the same salaries and granted the same privileges.

The State Administration will ensure the continuation of the Pension and other schemes for the benefit of the sfaff.

The Moravian-Ostrau Dombrauer Colliery Railway shall be worked by the State till December 31st, 1940, and the Company shall repay the cost of such working.

Appendix A.

Name of the Local Railway.	Date of Expiration of Concession.	Annual Payment to be made by way of Purchase.
		Kronen,
Weisskirchen-Wsetin and Krasna Roznau	26th July, 1972 ...	342,427·11
Bielitz-Kalwarya	31st December, 1975 ...	477,707·93
Drösing-Zistersdorf	„ „ ...	36,727·14
Göding-Tabakfabrik	„ „ ...	43,022·23
Rohatetz-Strassnitz	„ „ ...	33,952·62
Hotzendorf-Neutitschein	„ „ ...	39,731·21
Golleschau-Ustron	„ „ ...	45,078·83
Zauchtl-Bautsch	„ „ ...	116,781·77
Stauding-Wagstadt	„ „ ...	31,472·72
Zauchtl-Fulnek...	„ „ ...	27,940·11
Troppau-Bennisch	„ „ ...	86,097·82
Branowitz-Pohrlitz and Rohrbach i. M., Gross-Seelowitz.	31st December, 1983 ...	126,161·23
Kojetein-Tobitschau	„ „ ...	59,223·10
Petrowitz-Karwin	„ „ ...	55,149·56
Lundenburg Frontier	31st December, 1988 ...	94,693·09
	Total	1,616,166·47 Kr.

This agreement is confirmed by Act of October 31st, 1906, and the only clauses to which attention should be directed are—

The whole of the general staff (excepting those retained for the purposes of the other undertakings of the Company) shall be taken over by the State with all their rights and privileges, including rights to pensions, &c.

All officials in receipt of salaries up to 5,000 Kr. per annum shall be entitled to receive the same yearly remuneration as they are receiving from the Company together with any additional payments which may have been given them, this to hold good until the said employes shall have entered the ranks of State Railway Officials of their own free will.

The Railway shall be worked by the State and may not be sold or leased to a Company.

The line from Oderberg to the frontier is excepted, and this may be worked by the Royal Prussian State Railways.

Separate accounts shall be kept for the Kaiser Ferdinands Nordbahn.

With regard to the taxing of the Railway the Law of March 19th, 1887, shall apply with the following exception :—

The Kaiser Ferdinands Nordbahn shall be treated as a separate State undertaking until 1940.

(This latter provision is obviously intended to avoid prejudice to local interests by Nationalisation. The Nordbahn results being good, the local taxes based on percentage of surplus were higher than they would be if based on the average result of the whole State lines, hence the non-disturbance of the state of affairs prior to Nationalisation so far as the local taxes were concerned.)

Purchase of lines—Hungary.

As to the acquisition of private lines in Hungary, the same general principle has been followed.

In connection with " Lokalbahnen," however, the right of State purchase is always operative after the expiry of thirty years from the date of the Concession, and if this option be exercised the payment must not be in a lump sum, but in yearly amounts for the remainder of the unexpired period of the Concession based on the average of the last seven or five years. Such yearly payments must not be less than 5 per cent. on the " Anlage " Capital.

Apart from actual ownership the State, as has been said, is largely interested in the working of Railways, and that in two ways, viz.: working of privately owned lines (*a*) for the account of the owning Company, and (*b*) for State account.

These matters, of course, are questions of agreement and typical forms may be quoted :—

Firstly, where the State works the line for account of the owning Company, the agreement provides :—

The working of the line shall be subject to the conditions laid down in the concession, &c.

The Railway is to be handed over in a good working condition, and all necessary working adjuncts shall also be handed over in such condition that it will only be necessary for the State Administration to provide the necessary staff to ensure the proper working of the line.

Before the line is handed over the Company and the State Administration must agree as to what further outlay is necessary on the line. Such works as are considered necessary to be carried out by the State, but at the cost of the Company.

The Company shall pay for any additional staff it may be necessary to employ.

All agreements and contracts entered into by the Company shall be carried out by the State Administration acting on behalf of the Company.

The necessary staff shall be appointed and controlled by the State Administration.

The grades and pay shall be fixed by the State Administration.

Discipline will be maintained by the State Administration.

The salaries, pensions, &c., shall be paid by the State Administration.

The cash necessary for the working of the line will be advanced by the State Administration without interest.

The Company shall provide a fund of Kr. for the purchase of stores and materials, and this fund shall remain the property of the Company.

Rolling stock shall be provided by the Company and be constructed according to plans approved by the Ministry of Railways. It shall remain the property of the Company.

Should it be necessary to use additional locomotives, passenger coaches, and waggons, they shall be paid for at the following rates, *i.e.*—

LOCOMOTIVES at a payment not exceeding 13 per cent. per annum of the actual cost price.

PASSENGER COACHES AND MAIL COACHES.—4 heller per Kilometre.

GOODS WAGGONS.—2 heller per Kilometre.

These prices may be raised by the Ministry of Railways.

Special waggons, such as crane, stores, breakdown, vans or trucks, shall be paid for at the rate of 10 Kronen per day in addition to the Kilometric charge.

Should the traffic render it necessary, then shall the State Administration, with the consent of the Company, order more rolling stock, and the cost of same shall be placed to the debit of the Company.

Should the Company not agree, then the Ministry of Railways must decide.

The rates will be as laid down in the concession.

The State Railway Administration reserves to itself the right to reduce the tariffs under certain exceptional circumstances for certain articles.

The time tables will be fixed by the State Administration with the concurrence of the Company. Should differences occur, then the Ministry of Railways shall decide.

The Company shall accept all responsibility and liability for all damage sustained on its line.

The following receipts shall be allocated to the Company :—

The receipts from "transportation" (conveyance of passengers and goods), including private siding charges.

Various other receipts to which the Company may be entitled.

The Company shall reimburse the State Administration for the actual working expenses.

The expenses of supervision and maintenance of the lines shall be reckoned separately.

The traffic expenses shall be reckoned separately.

The repair of locomotives, passenger coaches, and mail coaches, will be undertaken by the State in their own workshops, and only the actual cost of such repairs will be debited against the Company.

The repairs to goods waggons shall be debited to the Company on the same basis as existing on the State lines.

During the first three years of the opening of the line, only half this amount will be charged.

The cost of the working of a Junction Station shall also be debited to the Company, except in those years when the State has been called on to pay any sum of money by way of guarantee. In such cases such working will be performed free of charge.

Payment shall be made for supervision of traffic and accounts, based on 5 per cent. of the total amount of the other payments.

Should a guarantee of the State not be utilised in any one year, then this amount may be increased to 10 per cent.

Other expenditure which shall be debited against the Company includes—

1. Cost of user of rolling stock not the property of the Company.
2. Charges for the conveyance of Government goods.
3. Charges for the user of exchange stations and State Railway lines.
4. Charges for user of sidings.
5. Taxes, dues, &c.
6. Sums to be paid for pensions, &c.
7. Any rents to be paid for land, &c.
8. Cost of fire insurance, insurance of traffic, &c.
9. Extraordinary expenses incurred in time of war, revolutions, earthquakes, &c.

The State Administration shall present yearly accounts to the Company.

Any profits (*i.e.*, net income) must be handed over to the Company and any loss must be paid by the Company.

The Company may examine and check the accounts in detail.

So long as the Company shall take advantage of a State Guarantee then shall the State Administration have absolute control over the fixing of rates, time tables, goods classification, &c.

Should the Company, however, no longer take advantage of a State Guarantee then the rates shall only be fixed with its consent and the subsequent approval of the Ministry of Railways.

The agreement for the working of a line by the State for its own account is naturally different and provides (this example is taken from an agreement with the Duchy of Steiermark in respect of a small railway) :—

The State Railway Administration will take over on lease the aforesaid undertaking as well as its working.

Included in the aforesaid Railway are, a light railway to the coal mines at Skalis and certain private siding or sidings.

The Lease shall be for the duration of the Concession from January 1st, 1904, to November 20th, 1979, unless the Railway shall have been in the meantime acquired by the State.

The State administration accepts responsibility for :—

The ordinary expenditure on the working and upkeep of the line.

All extraordinary expenditure as regards the construction of sidings, the widening of the line or the construction of new buildings.

Any loss arising from the working of the line.

All taxes and dues arising from the possession or working of the railway.

All liability arising from injury to men or goods.

The State Administration shall take possession of the line (including rolling stock, &c.), as from January 1st, 1904.

The Duchy of Steiermark shall remain owner of the line and all appurtenances.

Nevertheless, from the date of this agreement, no mortgage of or addition to the property may be made without the assent of tho State Administration, and no further liabilities may be incurred.

On the other hand, the Standing Committee of the Duchy of Steiermark empowers the State Administration to make any addition or exchange any land which the latter, from a working point of view, may deem necessary.

All receipts and expenses arising from the possession or working of the line will be placed to the credit or debit of the State Administration, as the case may be, from January 1st, 1904.

All receipts and expenses occurring before this date shall be placed to the credit or debit of the Standing Committee of the Duchy of Steiermark, as the case may be.

The State Administration shall pay to the Standing Committee of the Duchy of Steiermark a yearly sum of 221,920 Kr. by way of rent.

This sum shall be payable half-yearly, viz. : on June 30th and December 31st in every year for the duration of the Concession, the first payment to be made on June 30th, 1904.

The State Administration binds itself to make good any diminution from this rent occasioned by payment of taxes and dues.

All stamp taxes for the giving of receipts for the rent, &c., shall be paid by the State Administration or shall be reimbursed by the latter.

The Standing Committee of the Duchy of Steiermark shall pay to the State Administration on the 1st of January, 1904, the sum of 700,000 Kr. towards the future improvement of the line (provision of sidings, widenings, &c.).

This payment may be made in State Consols at a price to be decided on.

The State Administration shall be substituted for the Standing Committee of the Duchy of Steiermark in all agreements, contracts, &c., entered into by the latter.

The fixing of rates shall be decided solely by the State Administration, and the Standing Committee shall have no further voice in the matter as from the 1st of January, 1904.

In Hungary in general the procedure is similar, but respecting the majority of the "Lokalbahnen" worked by the State, the method of payment for working expenses may best be exemplified by grouping them.

The first group pay to the State a certain percentage of the receipts (fixed in the various agreements) such percentage varying from 48–54 per cent.

The second group allow the State to retain 50 per cent. of the passenger receipts, and pay fixed unit rates per ton kilometre, so far as the goods traffic is concerned.

The third group pay fixed unit rates per passenger kilometre and also per ton kilometre.

As to the effect of the purchase and working of private railways on the State finances, statistics are silent.

It will have been noticed in the table showing the division of ownership of the lines, that a small length of line is shown as being worked by foreign States. This applies to certain lines on the frontiers of the various States, the working of which is, for the sake of convenience, undertaken by the particular State involved.

Railways in Austria and Hungary are classified :—

(*a.*) "Hauptbahnen."
(*b.*) "Lokalbahnen."
(*c.*) "Kleinbahnen."

"Hauptbahnen" are to all intents and purposes exactly the same as in Germany, viz. :— main lines; and "Lokalbahnen" correspond to "Nebenbahnen", *i.e.*, feeders or local Railways forming no part of a through route, and with less stringent methods of construction (especially in Hungary is this marked, the average cost of "Hauptbahnen" per kilometre being 294,518 Kr. while the "Lokal" lines cost per kilometre only 88,418 Kr.). The third class, "Kleinbahnen", were created by the Law of December 31st, 1894, and are railways serving distinctly circumscribed areas and of varying gauge, street railways, &c.

The division of "Haupt" and "Lokalbahnen" in Austria may be summarised :—

	"Hauptbahnen" Kilometres.	"Lokalbahnen" Kilometres.
State Railways	8,678·877	1,340·022
Private lines worked by the State ...	476·602	4,434·114
State lines worked by private or foreign Companies.	15·645	29·641
Private Railways	4,600·057	2,268·077

Concessions.

(*a.*) *Austria.*

Concessions for new lines, on the recommendation of the Minister of Railways, are granted by the Emperor, but in the case of guaranteed or State-aided lines the assent of Parliament is required. Concessions for "Hauptbahnen" are no longer probable, the construction of such as are necessary being undertaken by the State.

The law under which Concessions (in Austria) are granted is that of September 14th, 1854, which sets forth *inter alia*—

For Railways Securing Public Traffic the following authority is required from the State :—

(*a.*) Consent to the preliminary works.
(*b.*) The Concession for the construction of the Railway and buildings.

Sanction for the preliminary works will be granted by the Minister for Trade, Commerce and Public Buildings in conjunction with the Minister of the Interior and the Minister for War.

Concessions for the Railway are granted by the Emperor.

Applications for the sanction of preliminary works must contain a plan of the projected railway showing more particularly the route which it will follow and stating the time within which the preliminary works will be commenced and completed.

Applications for Concessions for the construction of the Railway must show :—

1. That the applicants have obtained sanction for the preliminary works.
2. That the proposed railway will be to the advantage of the public.
3. By what manner the necessary monies for the execution of the scheme are to be raised.

A plan of the entire undertaking, with all necessary details, and an estimate of the cost, must be attached to the application.

The Minister of Commerce reserves the right to request the applicants to deposit security if he so thinks fit.

Concessions for railways are only granted for a specific period, such period not to exceed 90 years commencing on and from the day on which the line is wholly or partially opened for traffic.

After expiry of the period for which the Concession is granted, the entire railway land and buildings revert gratuitously to the State. The Company, however, shall remain owners of all equipment exclusively used in connection with the business of transportation. The Company must hand over the railway and its appurtenances in a fit and proper condition.

The granting of a Concession gives the Company the right of expropriation in connection with such land as may be absolutely necessary for the construction of the line in accordance with law.

The tariffs for passengers and goods and the subsidiary charges, which are to be subject to revision every three years, are to be submitted for approval to the Ministry.

In fixing the tariffs the prevailing conditions, the dividend paying capacity of the line, and the tariffs of adjoining railways will be suitably taken into consideration.

The scale of charges is to be published, and the State reserve the right, should the net profits of the railway exceed 15 per cent. of the capital, to effect a reduction in the tariffs.

The Railway is bound to convey gratuitously postal consignments and the officials accompanying them.

Military and stores, to be conveyed at the same rates as obtain on the State lines.

The Company is to make suitable arrangements with adjoining railways as regards mutual exchange of traffic, &c., &c., and should an amicable agreement not be arrived at, or the arrangements made not be to the advantage of the public, the Minister will suitably adjust the matter and issue instructions which the companies are to carry out.

Railway Companies must allow the erection of State telegraph poles and wires, &c., on their property, or permit the State to make use of the Company's own telegraph apparatus gratuitously.

Railways may not raise loans, or issue shares without the sanction of the Government.

If Railways repeatedly disregard Orders of the Authorities and contravene the conditions of the Concession Charter or Working Regulations, and pay no heed to repeated warnings of the Authorities in this respect, the Minister can order the sequestration of the Railway in question at the risk and account of the company.

It will be noticed that before recommending the grant of a Concession, the Minister of Railways must consult the Military Authorities, who have some considerable voice in the matter.

Concession of Kaiser Ferdinands Nordbahn.

The foregoing is the principle on which Concessions are based, but naturally the variations are many. For instance, the Concession of the recently acquired Kaiser Ferdinands Nordbahn contains the following clauses, of which those in regard to tariffs are common to the majority of Concessions.

If it be found after the closing of the accounts at the end of each year that the net profit of the Company suffices to pay a yearly dividend in excess of 100 fl. Austrian currency in Notes on each of the shares of 1,050 fl. Austrian currency, the Ministry of Commerce is empowered by existing Laws to demand a reduction of the maximum rates, in which case the charges of the Colliery Railway also are to be proportionately reduced.

If resulting from such reductions of tariffs the net profits of the Company do not attain the specified amount, then the Company will only be entitled to so adjust the fixed tariffs as to avoid the deficit in question.

The normal tariffs, as well as any special tariffs, "Ausnahme" tariffs, and subsidiary charges fixed by the Ministry of Commerce shall be considered maximum tariffs within which the fixing of the rates and fares for passengers and goods is left to the Company, subject to submission to the Supervisory Authorities.

All rates and fares for passengers and goods, as well as any modification thereof (drawbacks, rebates, refunds, &c.), are without exception to be published.

If facilities in respect of tariffs be granted, preference must not be given to any one merchant or trader.

If the Company under certain conditions grant a reduction of tariffs or other facilities for any one merchant or trader, then it shall extend such reduction or facilities to all other merchants and traders in such a manner as to entirely preclude any preferential treatment.

The State by virtue of the agreement of January 10th and July 17th, 1885, are entitled to participate in the net profits of the Company arising on the whole of the lines of the Company open for public traffic, and forming the subject of the present concession, including the lines o the Kremsier Railway, and the following stipulations are thereby applicable.

If it be found after the balancing of the books at the end of each and every year that the net profits of the Company during such year exceed the amount of 100 fl. Austrian currency per share, then such amount in excess—without prejudice to the powers of the Ministry of Commerce to effect further reductions of tariffs—is to be divided in equal portions between the State and the Company, and the Company must transfer to the State within four weeks after the balancing of the books such portion as may be due to the latter.

The sums accruing to the State in accordance with the aforementioned conditions are to be deducted from the net profits of the Company in calculating the price in the event of State purchase.

The net profits of the Company as specified above are to be arrived at year by year under the supervision of the Ministry of Commerce, to whom the accounts are to be submitted for inspection, as follows :—

Separate accounts are to be kept on the one hand for the mining properties of the Company and on the other hand for the Railway forming that part of the undertaking of the Company which either reverts to, or may be acquired by, the State. In these accounts the working receipts and working expenses of the respective undertakings are to be included. Receipts derived from interest on the floating or consolidated debts, and other revenue of the Company after deduction of taxes, &c., are not to be included in such accounts. On the other hand, however, there shall be included the interest on the lump sum of 600,000 fl. Austrian Currency in notes, which in the event of acquisition would be paid by the State to the Company for the latter's share of the Vienna Connecting Railway.

The expenses of administration, as well as all other expenses affecting the undertaking of the Company as a whole (exclusive of the interest on and redemption of the "Anlage" Capital) are to be apportioned to the working accounts in accordance with a scheme to be fixed by the Ministry of Commerce.

Concession for State-aided lines.

There is still another form of Concession to which attention must be directed, and that is the Concession where the Railway is to be State-aided.

This may be either by guarantees of interest or purchase of shares. As an example of the former the "Südbahn" may be taken.

An agreement was made with the Government by which the Company bound itself to construct and work a railway line from St. Peter to Fiume before July 1st, 1872, and instead of a line from Villach to Brixen a line from Villach to Franzensfeste before September 1st, 1872.

On the other hand the Company was empowered to raise the necessary capital by means of a loan the interest of which, together with the sinking fund, was guaranteed by the State.

The Law of May 20th, 1869, reads thus :—

Permission is hereby given to the State Administration to release the Südbahn Company from the obligations devolving upon it by virtue of the Concession of September 23rd, 1858, *i.e.*, the obligation to build a railway from St. Peter to Fiume and from Villach to Brixen (Franzensfeste) the State contributing one-third of the cost.

The State shall guarantee 5 per cent. interest and also the sinking fund on the sum expended on the construction of the above-mentioned lines but this sum may not exceed 1,450,000 gulden per Austrian mile for the line from St. Peter to Fiume and not more than 1,250,000 gulden per Austrian mile for the line from Villach to Franzensfeste.

The guarantee shall commence on the date of the opening of the lines.

A certain sum is to be subtracted each year from the amount guaranteed by the State for the purpose of creating a sinking fund for the repayment of the capital.

The sum to be paid by the State by way of guarantee shall be paid three months after the accounts have been checked.

The sum which the State has to pay by way of guarantee shall be considered in the light of an advance repayable with 4 per cent. interest.

Should the net income of the railway exceed the guaranteed yearly sum, then must half the surplus be devoted to the repayment of previous payments by the State together with interest thereon.

A portion (the amount of which will be decided by the State) of the remaining half of the surplus shall be paid in to the Reserve Fund.

The payment of interest on the sums paid by the State shall be effected in the first instance, and the repayment of the sums themselves shall follow the interest.

Sums due to the State at the expiration of the Concession or at the time of purchase of the Railway shall be paid from the other resources of the Company.

The Construction account shall be closed on the completion of the construction of the Railway and its opening for traffic.

The following shall be debited to the Construction account :—

(*a.*) The cost of preliminary works and plans.

(*b.*) The cost of the construction and equipment of the line, the interest on the construction capital during the time of building, and also any other expenses necessary for the opening of the line for traffic.

(*c.*) The cost of floating the loan together with any loss arising through issuing the loan below par.

The aforesaid shall be exempt from income tax, from the coupon stamp tax, and from any new tax for the whole period of construction and for nine years after the opening of the line for traffic.

The cost of quoting the shares and debentures on Home and Foreign Bourses as also taxes to be paid after the expiration of the aforesaid nine years may be debited to the profit and loss account, with the exception of the coupon stamp tax.

No income tax shall be paid by the Company on the advances made by the State.

The first issue of shares and debentures shall be exempt from the stamp tax and dues ; the Company shall also be exempt from paying the tax on transfers of property.

The State contribution may be paid in a lump sum, but this shall not exceed 13,000,000 gulden.

The State may guarantee interest at the rate of 5 per cent. on the capital necessary for construction, and also the sinking fund for repayment of same.

In case the State does guarantee interest, &c., this may not amount to a larger sum than that guaranteed to the Company for its Austrian lines based upon the gross receipts.

Further, the State Administration in the event of its agreeing to the guarantee shall be entitled (as security for advances) to the subsidiary charges, and also shall possess all rights which any ordinary citizen would have in like circumstances over the Company's property.

With regard to the tariffs and other transport conditions the regulations of the State Administration for the other Austrian lines of the Company shall apply.

The guaranteeing of the Concession is subject to the Südbahn Company observing the regulations for construction, &c.

The granting of the Concession for the line from St. Peter towards Fiume (to the Hungarian frontier) is subject to the condition that the Company shall obtain a similar concession from the Hungarian Government from the frontier to Fiume.

In case the State Administration does not make use of the permission accorded and finds it necessary to make the Company adhere to the conditions of its original Concession, then shall the said State Administration be entitled to contribute by means of a public loan to the expenses of construction and expropriation of land necessary for the lines.

Apart from the foregoing the Südbahn originally had a guarantee of 5 per cent. on the "Anlage" capital and $\frac{1}{5}$th per cent. for redemption. This, however, by an agreement of 1876 was transferred into a "gross revenue" guarantee of fl. 13,182 per kilometre, which owing to the development in receipts is inoperative.

The Austrian North Western Railway is guaranteed 5 per cent. (interest and redemption) on the "Anlage" capital, which, however, was not to exceed fl. 985,000 per mile. After the length of the guaranteed net was fixed at 626·653 km.—82·607 Austrian miles—the highest admissible "Anlage" capital amounted to fl.81,368,170. By the law of 19th May, 1885, the guarantee was increased by fl.474,260 (the annuity on a loan used for "Investition" purposes).

It is not necessary to continue examples, enough has been given to show the root principle.

Now we must turn to "Lokalbahnen", and there, in the majority of cases, it will be found that included in the Concession is an arrangement for a guarantee. A typical Austrian "Lokalbahnen" Concession reads :— Concessions for "Lokalbahnen."

This Concession is granted subject to the terms of the Railway Concession Law of September 14th, 1854, as also of the laws of December 31st, 1894, and 14th July, 1903.

The State will guarantee to the Company, from the date of the opening till the 76th year of the Concession, a sum which will enable the latter to pay 4 per cent. on its capital and to write off its debentures.

The State will, however, not guarantee any debentures beyond the sum of 1,635,000 Kr.

The scheme and method of writing off debentures shall be approved by the State.

Should any demand be made for payment under the guarantee, the amount shall be paid within three months from the date of the submission of the accounts.

Should it appear after examination of the balance sheet (this must be presented within three months after the termination of the financial year), that the amount paid by the State is in excess of the sum which it was bound to pay, then shall the Company refund the excess together with 6 per cent. interest.

The State shall examine the balance sheet within a year from the date of its presentation, and any claim to a refund must be made within that period or else the State shall have no further claim against the Company.

This 4 per cent. guarantee by the State is to be treated as if paid by way of advances.

Should the net income of the Company exceed the annual guaranteed sum, then must the Company repay out of this excess all sums which the State may have paid, together with interest on them until entirely repaid.

The interest on such sums must be paid first, and then only may the sums or part of the sums be repaid.

Claims of the State for such advances and interest thereon which remain unpaid at the expiry of the concession or acquisition of the lines, shall be paid from the Company's other possessions (in these latter is included the purchase price in the event of acquisition).

The cost of quoting shares and debentures, &c., of the Company on home and foreign bourses, as also the coupon stamp dues and taxes (after the expiry of the period of freedom from taxation), shall be debited to the profit and loss account.

No taxes are to be paid by the Company on the advances made by the State.

The construction of the Railway must be completed within two years, commencing from the date of this concession. When completed the line is to be immediately opened for public traffic, and must remain open during the whole period covered by the concession.

On request by the State the Company shall deposit caution money to insure the completion of the line within the aforesaid period, as also to insure that in its construction the standard set forth in the concession has been complied with.

Should the Company not fulfil the foregoing conditions, the deposit may then be forfeited.

The Company will be given the right of expropriation to enable the conditions of this concession to be fulfilled.

The same right will be given the Company for the purpose of constructing private sidings, which latter are to be approved by the State.

As regards the construction and working of the line the Company must conform to the conditions set forth in this concession, and also to the Railway Concession Law of September 14th, 1854, the Regulations for the working of Railways of November 16th, 1851, as well as any further laws which may be made in the future.

The manner of construction of the line shall be decided by regulations issued by the Minister of Railways who will supervise the carrying out of the work.

Contracts for the construction of the line and the supply of materials must conform to the regulations laid down by the Ministry and must be submitted to the latter.

As far as possible the construction and the materials used must be in accordance with the regulations existing on the State Lines.

The Company is hereby empowered to issue debentures at 4 per cent. to a total amount to be approved by the State.

The manner of issue of these debentures shall be prescribed by the State.

The amount of the real and nominal capital is to be approved by the State Administration.

Should additional works or equipment be deemed necessary the cost of such may be added to the capital account subject to the approval of the State Administration.

Military transport must be conducted at reduced rates and the regulations appertaining thereto be the same as on the Austrian State Railways.

These conditions apply to members of the reserve also, as also to the Gendarmerie, not only when on journeys at the cost of the Government, but also when travelling on their own account for the purpose of drills, &c.

The Company must become party to the agreement made between the Austrian Railway Companies on the 1st of June, 1871, by which agreement these companies undertook the necessary transportation in time of war.

These regulations as regards military transport in peace and war shall apply on and from the day on which the line is opened to traffic.

The Company when making appointments of officials on its lines is bound to take into consideration the rights of non-commissioned officers who have served in the Army, the Navy or the Reserve Forces, as defined by law.

The Company is bound to convey members of the Supervising Authorities at reduced rates.

The Line shall be worked by the State for account of the Company during the whole period of the concession. The costs of administration and working of the line shall be paid by the Company by means of a lump sum to be mutually agreed upon.

The manner of working the line shall be decided by an agreement between the State and the Company.

The State Administration shall have the right to decide on the following matters :—

Fixing of passenger and goods rates, goods classification and additional regulations for conveyance of goods, regulations for transportation in connection with public services such as the post, also the installation of State telegraphs.

The Company shall be bound to allow the State Railway to run over its lines whenever necessary, and shall receive compensation therefor.

The duration of the Concession is hereby fixed at 90 years from December 14th, 1904, and will terminate automatically at the end of this period.

The State may also declare the concession to be at an end if the conditions as regards construction and opening of the line for traffic be not adhered to.

The State reserves to itself the right to acquire the railway at any time after its completion and opening to traffic, subject to the following conditions :—

1. In case of acquisition the State shall take over the debentures referred to in the Concession, and also any other unredeemed debentures hereafter issued with the consent of the State.
   Further, the State shall pay the Company a sum equal to the share capital existing at the time of purchase.
2. The State shall pay no further sums than those mentioned in Clause 1, and shall take possession of the undertaking after payment.
   The State shall also take possession of all movable or immovable materials, *e.g.*, rolling stock, stores, &c.
   The State shall take possession of floating cash.
   Further, the State shall take possession of any existing reserve funds.
3. The decision of the State to purchase the undertaking, which must be made at the beginning of the calendar year, shall be notified to the Company in the form of a declaration, not later than October 31st of such year.
   This declaration shall contain the following points :—
   (*a.*) The date of the purchase.
   (*b.*) The stipulation that all other property of the Company shall pass into the hands of the State until all its claims against the Company, either for guarantee of interest or otherwise, shall have been settled.
   (*c.*) The sum which the State will pay the Company for the purchase, as also the time and place of payment.
4. The State reserves to itself the right of appointing a special inspector from the time of the aforementioned declaration to see that the property of the Company does not deteriorate to the detriment of the State.
   Any alteration or charge on any of the property of the Company must from this aforementioned period (*i.e.* from time of declaration) be approved by the inspector.
   No fresh liabilities may be undertaken without the assent of the inspector.
5. The Company must take such measures as are required to render the transfer to the State on the date mentioned in the declaration possible.
   Should the Company not be prepared to hand over the undertaking on the fixed day then may the State enter into possession of its own accord and without requiring the authority of the Law Courts.

On the expiry of the Concession the State shall be entitled to take possession of the entire undertaking of the Company free of charge, this to include rolling stock, stores, floating cash, &c., the State also to take possession of any existing reserve funds.

In the case of the expiration of the Concession as well as in the case of purchase the Company shall be entitled to retain in its possession any property which is not connected with the railway.

The Commissioner appointed by the State shall have the right of attending the sittings of the Board of Directors as also the General Meetings of the Company, if he consider it necessary so to attend.

The State reserves to itself the right to cancel the Concession should the Company not fulfil the duties laid down in this concession or by law.

(*b.*) *Hungary.*

In Hungary concessions are practically on the same lines as those of Austria, but probably more strict in requirements.

The following Extracts from a concession of 1871 explain this :—

The Railway shall be constructed with one track only but sufficient land must be expropriated so that it may be possible to lay a second track in the future.

As soon as the surplus shows an interest of 8 per cent. on the "Anlage Capital" and as soon as the Concessionaire has repaid the advances made by the State by way of guarantee together with interest thereon, the Concessionaire must at the request of the Government lay a second track within two years of such request without any special compensation or guarantee of interest.

In other cases, for instance in the case of large increase in traffic, the laying of a second track may be insisted upon and the Concessionaire is bound to carry out the work within a period of time to be fixed by the Government. In this case, however, the details of the laying of the track and the manner of providing the necessary capital shall be the subject of an agreement between the State Administration and the Concessionaire.

The Concessionaire undertakes to deposit with the State Treasury within fourteen days of the date of the coming into operation of the Concession the agreed caution money; this caution money to be deposited either in Hungarian State Papers or in certain Mortgage Deeds and in accordance with the Exchange quotations.

Should the Concessionaire not deposit the aforesaid caution money within the stipulated period, then the Government shall be entitled to declare the Concession void and the Concessionaire shall forfeit any monies already deposited by him.

The Concessionaire is further bound within three months of the date of the operation of the Concession to satisfy the Government that 30 per cent. of the total capital of the undertaking has been assured.

Should this not be done then is the Concession void and the caution money shall be forfeited.

Caution money will be returned to the Concessionaire after completion of the line.

When it is found impossible to come to an understanding with adjoining Railways with regard to the joint user of Stations or for the exchange of waggons the Government shall decide the points in dispute.

With regard to passenger fares and goods rates the Government will exercise a controlling influence over them during the time when the Concessionaire has recourse to the guarantee of interest, with this proviso that the rates are not to be lowered in such a manner as to injure the Railway.

Only increases in the rates need be approved by the Government during such period as no recourse is had to the guarantee.

Should the legislature unify the rates in the future then shall such rates apply to this Railway also.

Tariffs fixed by the Government alone or in conjunction with the Concessionaire may be lowered by the Concessionaire either totally or in part for the whole of the line or only part of it.

Tariffs lowered in this fashion may be increased to their original figure, but a notice of three months must be given.

Moreover the Government has the right to regulate the Tariffs in this respect.

Should a forwarding agent be entitled to a rebate under certain conditions then must the same rebate be granted to any other forwarding agent who fulfils the same conditions and in no case may a personal preference be given.

Should the price of food and victuals be extraordinarily high the Government shall have the right to lower the rates for such articles whilst such prices exist.

Debentures shall not be issued bearing interest beyond three-fifths of the guaranteed surplus.

In making appointments on the staff the Company shall give preference, provided they possess the necessary qualifications, to supernumerary State Officials and retired Non-Commissioned Officers of the regular Army and of the Reserve.

In order to protect its position arising from the guarantee of interest the State is entitled to assure itself that the construction of the Railway and also its working are carried out and maintained in a satisfactory manner and to require any deficiency to be made good.

The Concessionaire or his successor shall pay to the State a yearly sum to be fixed by the Government towards the cost of supervision before and after the opening of the line.

The Concessionaire shall refund any sums that may have to be expended by the State Administration on preliminary investigation prior to the date of the concession.

Payments referred to above when incurred before the opening of the line shall be debited to the construction account, and after the opening of the line to the profit and loss account.

The Concession is granted for a period of 90 years, and expires automatically at the end of this period, and dates from the opening of the line.

The concession expires should the Concessionaire not fulfil the various conditions referred to above.

The Government reserves to itself the right of acquiring the Railway at any time after 30 years of the aforesaid period have expired.

The basis of the purchase price will be the average net surplus of the five best years of the last seven years.

This average net surplus shall, however, not be less than the guaranteed surplus, and shall be paid every year until the end of the concession.

All material necessary for construction must be ordered in Hungary whenever possible.

Should it be necessary to place part of such orders in foreign countries owing to lack of tenders, the locality from which such materials are obtained must be chosen in conjunction with the Government, and the Concessionaire shall pay duty on such materials to the full extent.

Should the line not be completed in the period stipulated in the concession, the Concessionaire (should the State not claim the guarantee which has to be deposited) must pay the sum of 1,000 gulden per day for each day which exceeds the aforesaid period; this payment to be considered as a fine without the intervention of any Court of Justice.

The State hereby guarantees from the day of opening of the line and for the whole period of the concession, that the net income of the Railway will be 45,900 gulden (Austrian currency) per mile (Austrian).

In addition to this, the State will guarantee the formation of a sinking fund to repay the capital which has been issued, the form of such sinking fund to be approved by the State.

(Other concessions in Hungary stipulate that, should a "Lokalbahn" by new connections or otherwise reach the importance of a "Hauptbahn," the State has the power of immediate purchase.)

The exact extent of the State Assistance in Austria is as disclosed by the following Tables :—

STATE GUARANTEES FOR PRIVATE RAILWAYS.

Private Railways.	Length of the guaranteed sections of line.	Guaranteed Revenue, Net.	Gross Receipts.	Subsidies actually claimed.	
				In 1906.	Up to the end of 1906.
	Km.	Kr.	Kr.	Kr.	Kr.
Worked by State	1,829·234	7,270,282	—	4,751,454	32,628,720
Worked by Private Companies	2,758·735	15,196,719	39,258,078	2,590,894	162,862,740
Total	4,587·969	22,467,006	39,258,078	7,342,348	195,491,460

PARTICIPATION OF STATE IN "LOKALBAHNEN."

—	Guarantee for a Capital of	Taking up of Shares amounting to		Payments "à fonds perdu," &c.
		Ordinary.	Preference.	
	Kr.	Kr.	Kr.	Kr.
I. Independent "Lokalbahnen"—				
1. Worked by State for account of proprietors.	196,407,000	34,084,400	1,970,000	—
2. Worked by private Railway for account of the proprietors.	10,790,000	3,760,000	—	150,000
3. Worked by themselves ...	900,000	1,880,000	—	—
4. Worked by the State for its own account.	—	2,100,000	—	—
Total	208,097,000	41,824,400	1,970,000	150,000
II. "Lokalbahnen" which have become the property of the State.	15,766,000	2,900,000	—	—
Gross Totals	223,863,000	44,724,400	1,970,000	150,000

PARTICIPATION OF PROVINCES IN "LOKALBAHNEN."

—	Guarantee for a Capital of	Taking up of Shares amounting to		Payments "à fonds perdu," &c.
		Ordinary.	Preference.	
	Kr.	Kr.	Kr.	Kr.
I. Independent "Lokalbahnen"—.				
1. Worked by State for account of proprietors.	115,858,550	19,555,800	366,000	931,000
2. Worked by private Railways for account of the proprietors.	26,501,300	3,920,000	—	3,865,893
3. Worked by themselves ...	4,900,000	732,000	2,800,000	—
4. Worked by the State for its own account.	—	300,000	300,000	4,328,954
Total	147,259,850	24,507,800	3,466,000	9,125,847
II. "Lokalbahnen" which have become the property of the State.	3,008,000	300,000	—	820,000
Gross Total	150,267,850	24,807,800	3,466,000	9,945,847

From June, 1880, up to December 31st, 1907, 8,169·582 km. "Lokalbahnen" were concessioned.

The total length of "Lokalbahnen" open for traffic at the end of 1906 was 7,670·997 kilometres; of this mileage at the end of 1890 not quite one-third (2,343·206 km., 31·01 per cent.) and at the end of 1896 not quite one-half (3,644·464 km., 47·5 per cent.) were open, so that the greatest increase took place during the ten years 1897–1906. During this period the greatest increase took place in 1898, 755·319 km. being opened for traffic. The following table shows the length of the various classes of line :—

I. INDEPENDENT "LOKALBAHNEN."

	Length open for traffic at the end of 1906.
	Km.
1. Worked by the State for account of the proprietors	4,158·418
2. Worked by private Railways for account of the proprietors	687·841
3. Worked by themselves	719·725
4. Worked by the State for its own account	180·689
Total	5,746·673

II. "LOKALBAHNEN," THE PROPERTY OF THE STATE OR OF PRIVATE "HAUPTBAHNEN."

	Length open for traffic at the end of 1906.
	Km.
1. Owned and worked by the State	1,166·631
2. Owned by State but worked by private Companies	9·618
3. Owned and worked by private "Hauptbahnen" ...	730·176
4. "Lokalbahn" lines of the Vienna Town Railway (worked by the State for account of the Commission for Traffic Institutions in Vienna) ...	17·899
Total	1,924·324
Gross Total ...	7,670·997

Of the total length of "Lokalbahnen" as given, 86·53 per cent. is normal gauge and 13·47 per cent. is narrow gauge construction. The division of narrow gauge railways is as follows :—

I. INDEPENDENT "LOKALBAHNEN."

	Km.
1. Worked by the State for account of the proprietors	384·543
2. Worked by the private Railways for account of the proprietors	312·637
3. Worked by themselves	263·240
Total ...	960·420

II. "LOKALBAHNEN" OWNED BY THE STATE OR PRIVATE "HAUPTBAHNEN."

	Km.
1. Owned and worked by the State	52·817
2. Owned and worked by private "Hauptbahnen" ...	4·476
Total ...	57·293
Gross Total ...	1,017·713

The paid up and expended capital of all independent "Lokalbahnen" at end of year 1906 is shown in the following table :—

—	Worked by the State for account of the Proprietors.	Worked by private Railways for account of the Proprietors.	Worked by themselves.	Worked by the State for its own account.	Total.
	Kr.	Kr.	Kr.	Kr.	Kr.
Paid-up "Anlage" Capital—					
Ordinary Shares	101,822,266	15,865,400	36,999,800	5,741,800	160,429,266
Preference Shares	55,416,000	11,425,600	29,086,200	2,640,000	98,567,800
Debentures	181,556,900	12,872,800	15,711,300	3,400,000	213,541,000
Mortgages	134,723,350	5,980,600	—	—	140,703,950
Otherwise created	50,628,556	26,595,717	16,704,295	5,411,488	99,340,056
Total	524,147,072	72,740,117	98,501,595	17,193,288	712,582,072
Expended "Anlage" Capital ...	480,110,388	70,384,162	95,767,994	16,110,754	662,373,298

The length of "Lokalbahnen" open at various periods since 1880 is shown in the following table :—

Year.	Concessioned during the year.	Total length concessioned at the end of the year.	Opened during the year.	Total length open for traffic at the end of the year.	Total length of all Railways on Austrian State Territory (excluding "Klein-bahnen.")	Percentage of "Lokal-bahnen."
	Km.	Km.	Km.	Km.	Km.	Per cent.
1880	99·109	99·109	15·637	15·637	11,429	0·14
1885	292·602	1,742·421	163·130	1,063·113	13,329	7·98
1890	238·511	2,745·163	110·964	2,343·206	15,273	15·34
1895	483·564	4,243·482	122·729	3,359·589	16,420	20·46
1900	155·712	6,344·066	371·692	5,739·357	19,229	29·85
1901	229·231	6,573·297	225·476	5,964·833	19,531	30·54
1902	342·817	6,916·114	411·329	6,376·162	19,939	31·98
1903	147·883	7,063·997	327·222	6,703·384	20,369	32·91
1904	368·205	7,432·202	205·938	6,909·322	20,621	33·51
1905	60·973	7,493·175	261·586	7,170·908	21,002	34·14
1906	62·529	7,555·704	384·796	7,555·704	21,594	34·99

GROWTH OF "KLEINBAHNEN."

No "Kleinbahnen" are owned by the State or the principal private "Hauptbahnen," neither does the State participate in the capital. The growth of these lines, as the figures given show, has been fairly rapid since the inauguration of the type in 1894.

"KLEINBAHNEN" OPEN FOR TRAFFIC AT THE END OF 1906.

—	No.	Length Km.
1. Worked by the State for account of the proprietors.	1	25·311
2. Worked by private Railways for account of the proprietors.	5	24·108
3. Worked by themselves	28	490·940
Total	34	540·359

The paid up capital of all "Kleinbahnen" was 224,392,671 Kronen, made up as follows :—

	Kr.
Ordinary shares...	36,232,000
Preference shares	12,906,000
Debenture (one Company only)	3,000,000
Capital created by other means	172,254,671

The expended "Anlage" capital amounted to 217,923,039 Kr.

CONTRIBUTIONS TO "LOKALBAHNEN" IN HUNGARY.

In Hungary, with a total length of "Lokalbahnen" of 10,623 km., and a capital of 765,803,260 kr., the State contributes for conveyance of post and special subsidies altogether 118,597,358 kr. or 15·4 per cent. of the capital.

The municipalities contribute 59,566,094 kr. or 7·7 per cent., and the communal and private parties 99,823,168 kr. or 13 per cent. of the capital.

The first law appertaining to "Lokalbahnen" in Hungary is that of 1880. Seven years after the passing of that law there were 2,200 km. of such lines, and nine years later the figure had increased to 6,314 km.

However, fresh laws are under consideration, as apparently the facilities for obtaining concessions have been abused, lines having been constructed without possibility of revenue, and recourse having then to be made to extensive State assistance. It is only within the last ten years that the "Kleinbahnen" in Hungary have made financially satisfactory progress.

CONTROL OF RAILWAYS.

The State Railways in Austria are under the control of the Minister of Railways, an office first instituted in the year 1896, previous to which the Railways were a separate Department of the Ministry of Commerce. The Minister is not a permanent official, as in Prussia, but is appointed by and changes with the Government.

In Hungary, on the other hand, the head of the State Railway is a permanent official responsible to the Minister of Commerce.

Working regulations.

Common to both countries are the regulations appertaining to the railways known as the "Betriebs Reglement" (transportation of passengers and goods), corresponding very largely to the "Verkehrs Ordnungen" of Germany and also the "Betriebs Ordnungen," the regulations for the conduct of the traffic, &c., corresponding to the regulations issued under a similar title in Germany.

Modifications of these regulations of course occur in connection with various international traffics, but, generally, merely in minor details. For the alterations the various unions which exist for dealing with matters affecting interchange traffic are responsible. The general rules for international traffic promulgated by the International Conference of Berne are practically identical with those of the Austro-Hungarian lines.

Financial control.

The financial control is in the hands of the State Financial Department, whose Budget, as far as its Railway estimates are concerned, must be prepared in conjunction with the Railway authorities.

Executive control.

In Austria decentralised executive control obtains. The divisions are—

	Km.
1. State Railway Direktion Vienna	935·948
2. „ „ Linz	1127·745
3. „ „ Innsbruck	885·221
4. „ „ Villach	975·640
5. „ „ Trieste	982·381
6. „ „ Pilsen	1535·160
7. „ „ Prague	2113·084
8. „ „ Olmütz	669·535
9. „ „ Krakau	1205·946
10. „ „ Lemberg	1424·446
11. „ „ Stanislau	1160·546
12. „ „ Czernowitz	529·773
13. Nordbahn Railway Direktion Vienna	1488·665

In Hungary, as mentioned, there is a permanent official known as the President, who is in supreme executive control, with of course District Officers—the districts are :—

	Approximate length.
Budapest (1) (right Bank of Danube)	1307·05 kilometres.
Budapest (2) (left „ „)	1547·94 „
Miskolcz	1699·17 „
Debreczen	1422·52 „
Kolozsvar	1675·60 „
Arad	1675·06 „
Szeged	2655·42 „
Szombathely	1482·31 „
Zagrab	1774·58 „

The various districts are self-contained in so far as working control of their particular district is concerned. Matters of general importance must be discussed in general Conference with the Ministry. In Hungary the Finance Minister is represented at the Conferences.

The rolling stock of the Austrian State Lines at the end of 1906 was :—

Locomotives	3,722
Carriages	7,645
Wagons	77,240
On the Hungarian State Lines :—	
Locomotives	2,655
Carriages	5,476
Wagons	64,849

Stores.

The stores for the State Lines are dealt with by the Ministry.

Control over Private Railways.

The control of the State over Private Railways is extensive and covers construction, maintenance, the type and amount of rolling stock, passenger and goods tariffs, time-tables, and in the case of guaranteed lines large financial control.

It is governed in general by the " Betriebs Ordnungen," and also in special details by the terms of the Concession—(the examples given of Concessions will have demonstrated the extent of the control thus exercised).

In the " Betriebs Ordnungen " it is stipulated :—

Private Railway Companies must submit their time-tables, tariffs and regulations re passenger and goods traffic, as also any alterations which they propose to make therein, to the State Administration before publication.

In particular the State is empowered, consideration being had to existing rights, to modify any exaggerated pretensions in the rates, and to adjust the time-tables and determine the class of rolling stock to be used in consideration of the connections with other railways.

The regulations laid down in the previous paragraph as applying to tariffs in general also hold good in the case of Insurance and other additional charges.

For the purposes of exercising higher supervision and control over the safety and regular working of the railways (in the case of both State and private lines), a General Railway Inspection Board is appointed, consisting of an Inspector-General and the requisite number of Commissioners. This General Inspection Board is under the immediate orders of the Minister of Railways.

It is the duty of this Board in general to see carefully that all legal requirements bearing upon the working of Railways, and more particularly the provisions of the Law, are exactly complied with, and to remove any defects with the least possible delay.

More especially must the Board direct its attention to the condition of the Railway, buildings and other appurtenances and compel the Administration or the Companies working the lines immediately to remedy any defects, deficiencies or damage likely to jeopardise the safety and regular working of the lines.

The Board is also bound to inspect the condition of the whole of the rolling stock, and the appliances necessary for the prevention of accidents, or for the rescue of passengers in the event of accidents occurring, and to see that the persons working the line have at all times a sufficient number of such appliances on hand in a fit and proper condition.

It is also the duty of the Board to see that the published time-tables, tariffs, and regulations re goods and passenger traffic are adhered to precisely, and that all authentic complaints under these heads are dealt with with the utmost despatch.

In case of interruptions in the working of the line, or in the case of accidents, the Board is empowered and bound to demand the most speedy and effective assistance from the Administration as well as from the staff and employees.

The Board is also empowered and bound to supervise the whole of the officials and servants (on both State and private lines) in the execution of their duties, and in case they disregard instructions or in any other way neglect their duties, to call them strictly to account in accordance with the provisions of the Law or other Orders issued bearing on this subject, and to hand over the culprit to the Law Courts if the gravity of the offence warrants the adoption of this course.

The powers of control over tariffs are equally wide. It is enacted :—

> That tariffs for passengers and goods, and also the subsidiary charges, are to be submitted for confirmation to the Ministry concerned. In fixing such tariffs due consideration must be given to prevailing circumstances; to the revenue yielding capacity of the Railway, and the tariffs of the adjoining Railways, etc. It is further enacted that the tariffs are to be duly published, and that the State reserves the right in cases where the net profits exceed 15 per cent.* of the Capital to effect a reduction in the tariffs.

The older Concession-Charters for "Hauptbahnen" contain unit rates (rate bases) more or less specialised, which represent the maxima, and which in no case may be exceeded by the Company concerned, unless the express sanction of the State has been obtained for such purpose. On the other hand, the Company is entitled to reduce the tariffs, or to increase them again within the maxima, with the proviso, however, that preference must not be given to any one trader or merchant.

This stipulation requires some explanation. It is true the power to reduce rates within the Maxima is possessed by several lines, but such reductions or subsequent increases must be published in the State Official Gazette, which can only be done through the Ministry, and thereby the latter possesses a certain amount of control, inasmuch as pressure may be brought to bear on the proposer in other ways if the suggested rate does not accord with the views of the State.

In a few Concessions more comprehensive powers have been conferred on the State, and it is laid down that alterations of the tariffs can only be effected with the consent or at the request of the State.

Private Railways are bound to accept the Rules and Regulations ("Betriebs Reglement" and "Ordnungen") of the State Lines.

In the case of subsidised lines the budgets must be submitted to the Authorities, by whom a careful check on expenditure is maintained. Further, on all lines, in view of eventual nationalisation, the State requires through the "General Inspection" the proper maintenance and repair of permanent way, rolling stock, &c.

Control over Agreements.

Although the State has no control over the making of Agreements between private Companies, copies of all such Agreements, assuming that they in some way have a bearing on tariff matters (this can conceivably be applicable to many forms of Agreement), must be supplied to the State, as well as the Minutes of all Railway Conferences and Commissions respecting through rates and tariff matters generally.

The regulations affecting the submission of tariffs and reports are contained in a Ministerial Decree of August 28th, 1905, which states :—

> All reports of Private Railway Administrations in so far as affecting tariffs and agreements must be submitted to the Ministry of Railways for examination and approval.
>
> So far as the local traffic of each Railway is concerned the report shall be submitted by the administration concerned.
>
> General tariff books and general conditions, as well as through tariffs, etc., if the Administration be Austrian, shall be submitted by the Administration.
>
> When the Railway is administered by a Hungarian or foreign Railway, they shall be submitted by such Austrian Administration as is authorised to act for the proprietors.
>
> A list of the Administrations who require to submit reports is to be addressed to the Ministry by an Administration delegated for the purpose; any alteration in this list shall be notified by the appointed Administration.
>
> In the case of direct traffic between several railways where there is no single Administration directing the business, then the various Administrations concerned must appoint one from their midst for the purpose of making reports to the Supervisory Authorities.
>
> All information for understanding the scope of the suggested measures must be given.
>
> In this sense the bases and reasons for making new tariffs or for the alteration of existing ones must be set forth. As regards through rates their relation to the local tariffs must also be explained.
>
> A satisfactory reason must be given when the matter relates to the alteration of regulations.
>
> New Tariffs must be submitted by means of two proofs, one of which will be returned duly signed to the Administration concerned.
>
> Should it be necessary on grounds of urgency to make an alteration in an important tariff by public advertisement, then must the advertisement be submitted to the Supervisory Authorities unless they have already been informed of the proposed alteration at the sittings of the Tariff Committee or Directors' Conference.

Famine Rates.

The Railway Ministry is further empowered to reduce the tariffs on food stuffs for man and beast in times of famine.

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* NOTE :—As will have been gathered from the Concessions this is a variable figure.

There is a free interchange of running powers between the State and private Companies, and a fixed basis exists, which is exemplified in the extract taken from an Agreement between the State Railways and the Südbahn.

In order to determine the amount of payment by the State Railway to the Southern Railway Company for the exercise of running powers over the particular section of line, the expenditure hereinafter specified must be ascertained (the "running powers" apply to that section of line lying between the two stations to which the agreement has reference, excluding the stations themselves with regard to the user of which special arrangements will be made).

A. The interest at $5\frac{1}{2}$ per cent on the building capital for that portion of the line over which running powers are granted (exclusive of sidings and superstructural works at intermediate stations, also exclusive of the constructional cost of the substructure which already exists for the second track); the fixed amount so ascertained may be increased :—

1. When the construction of two tracks is determined upon with the mutual consent of the contracting parties.

(*a.*) By that amount represented by the building value of the already existing substructure for the second track.

(*b.*) By the amount of the expenditure incurred in completing the substructure and providing the superstructure for the second track.

If both parties cannot agree as to the building value mentioned in clause (*a.*), the matter will be referred to the Association of Austrian Engineers and Architects in Vienna for arbitration.

The interest on this increased building capital will commence on and from the day the second track is opened for traffic.

2. In cases of all new works and works of reconstruction, the execution of which has been mutually decided upon.

(The plans for such work are to be mutually agreed upon and submitted for approval to the Ministry of Railways before the work is put in hand.)

B. The expenses actually incurred for the supervision and maintenance of the railway in so far as the running powers section is concerned, also the cost of the Südbahn Maintenance Inspectorate at Innsbruck and the sub-districts under its jurisdiction in whose sphere of control the running powers section is included, shall be apportioned in ratio to the proportion which the length of the main line of the running powers section bears to the total length of main line under the jurisdiction of the Inspectorate and the sub-districts respectively.

C. The cost actually incurred on behalf of the State for train despatching, telegraph, and signal services so far as the running powers section is concerned.

D. An addition of 10 per cent. for administration expenses to the expenses enumerated in clauses B and C.

E. The expenses arising from accidents, *i.e.*, injury to persons, damage to rolling stock, substructure, superstructure, and goods in cases where it cannot be proved that the employees of one Railway are solely and alone responsible, also expenses arising from damage caused by "force majeure."

The total expenses enumerated under the headings A to E inclusive shall be divided between the two Administrations in ratio to the proportion which the axle kilometres of all descriptions of rolling stock comprised in all trains run by the two Administrations over the section in question bear to one another, irrespective of whether the carriages or wagons were full or empty. The proportion to be borne by the State forms the amount of payment for the running powers.

Journeys performed by assisting or light engines and breakdown trains are to be mutually calculated at forty kreuzer per train kilometre.

All other expenses, no matter of what description, are to be dealt with separately by each of the Administrations concerned.

Railways and the Post.

The relationship between the Railways and the Post is defined as follows :—

The Railway Companies are bound to convey the Mails free of charge.

The exact manner in which this Conveyance is to be undertaken will be determined by the Minister of Commerce, Trade and Public Works (now Railways), consideration being had to the varying circumstances obtaining in each case.

The Post Office are entitled to make use of their own postal vans and to demand the gratuitous conveyance of the vans and the employees accompanying the Mails.

They are also entitled to demand that the vans be properly housed and looked after by the Railway Companies in their sheds.

Individual concessions, however, in many cases contain deviations from these rules, payment being made for services rendered, as for instance in the following typical concession :—

Extract from the Concession of the Turnau-Kralup Prague Railway Company (portion of Bohemian Northern Railway).

The duties and obligations of the aforesaid Railway Company with regard to the conveyance of Mails shall apply to the whole system of the United Companies.

The Imperial Post will pay 25,000 gulden a month to the Bohemian Nordbahn Company from the date of the above stipulation entering into force.

Should it be necessary to provide additional vans in addition to those laid down by the Concession of August 28th, 1863, the Post Office will pay seven kreuzer per kilometre for each additional four-wheeled van.

Should any payment be granted in the future to any other Bohemian Railway the Bohemian Nordbahn Company shall be entitled to the same, but the aforesaid payment will in that case expire.

ADVISORY COUNCILS.

There is but one Advisory Council in Austria and this would appear to owe its existence to a spirit of emulation and desire to follow the example set by its neighbours ; it was first instituted by law of February 19th, 1897.

LAW OF FEBRUARY 19TH, 1897, *re* INSTITUTION OF STATE RAILWAY COUNCIL.

A "State Railway Council" is hereby formed for the purpose of advising the Railway Ministry on general economic matters affecting Railways.

1. The Council consists of a President, his Deputy, and ninety-two members who together with their deputies are appointed by the Minister of Railways for the space of three years. Of these—

(*a.*) Fourteen members are chosen by the Minister at his own discretion and seventeen members appointed in this wise, viz., six are nominated by the Ministers of Commerce and Finance, respectively, four by the Minister of Agriculture, and one by the Minister for War.

(*b.*) Thirty-six members are appointed on the nomination of the Chambers of Commerce and Industry.

(*c.*) Nineteen members are appointed on the nomination of the Chambers of Agriculture and other similar Agricultural Associations.

(*d.*) Six members are appointed on the nomination of the Mining Association.

As regards the members to be nominated by the Chambers of Commerce and Industry their distribution among the towns is as follows, viz. :—

Vienna, 3; Brünn, 2; Krakau, 2; Lemberg, 2; Prague, 2; Trieste, 2; Graz, 1; Czernowitz, 1; Brody, 1; Reichenberg, 1; Eger, 1; Budweis, 1; Pilsen, 1; Olmütz, 1; Troppau, 1; Linz, 1; Salzburg, 1; Innsbruck, 1; Feldkirch, 1; Bozen, 1; Rovereto, 1; Klagenfurt, 1; Leoben, 1; Görz, 1; Laibach, 1; Rovigno, 1; Zara, 1; Spalato, 1; Ragusa, 1.

The distribution of the members to be appointed by the Chambers of Agriculture and Agricultural Associations is as follows :—

Chambers of Agriculture in Graz	1
Chambers of Agriculture in Krakau	1
Chambers of Agriculture in Lemberg	1
Chambers of Agriculture in Salzburg	1
Chambers of Agriculture in Klagenfurt	1
Chambers of Agriculture in Laibach	1
Agricultural Council for Lower Austria	1
Agricultural Union of Bohemia (One for the Bohemian Section and one for the German Section.)	2
Agricultural Association of Upper Austria	1
Agricultural Association of Istria, and	1
Agricultural Association of Bukowina	1
Agricultural Association of the Tyrol (One each for Sections I. and II.)	2
Agricultural Union in Vorarlberg	1
Agricultural Association of Moravia (One each for the Bohemian and German Sections.)	2
Austro-Silesian Union for Agriculture and Forestry in Troppau The Agricultural Union for the former Duchy of Teschen The Union of Agriculture and Forestry for North West Silesia in Weidenau The Agricultural Central Union for the Bohemian portions of the Duchy of Silesia in Troppau, and The Union of Agriculture and Forestry for East Silesia in Troppau Chambers of Agriculture in Görz and Trieste	1

The distribution of members to be appointed by the mining interests is as follows :—

Association of Mining, Iron and Machinery in Austria	1
The Mining Association of Bohemia	1
The Mining Association of North-West Bohemia in Teplitz	1
The Colliery and Mining Union in Mährisch-Ostrau	1
The Colliery and Mining Union for Styria and Carinthia	1
And the Naphtha Association in Galicia	1

The deputies for the members mentioned in (*a*) are to be appointed in the same manner as the members.

The names of the deputies for the members mentioned in (*b*), (*c*) and (*d*) are to be proposed simultaneously with the nomination of the members.

Only such persons may be nominated by the various Chambers and Associations, &c., as members of the Railway Council, who are actually members of such Associations.

The State Railway Council is appointed and undertakes to give an expression of opinion on all the more important matters relating to goods and passenger traffic on the existing State and Private Railways as affecting the interests of commerce, industry, agriculture, forestry and mines.

In so far as the State lines are concerned the following matters are to be brought before the Railway Council for an expression of opinion, viz. :—

(*a.*) The principal trains of those summer and winter time-tables which are subject to the approval of the Minister of Railways.

(*b.*) The introduction of new maximum rates and fares for goods and passengers.

(*c.*) General alterations of the Rules and Regulations in so far as technical questions are not raised, also the general Tariff Regulations in so far as exceptional and temporary conditions are not concerned.

(*d.*) The principles for the letting of stores and works contracts.

The Railway Council within the limits of its jurisdiction may bring forward proposals on its own initiative.

The Council will be convened by the Minister as necessity arises, but at least twice per annum, *i.e.*, in the spring and in the autumn.

The Council may appoint Committees from its midst either permanently or from time to time.

It is the duty of these Committees to examine the subjects which are to be discussed by the Council, and for this purpose they must as a rule be convened by the Minister of Railways immediately prior to the meeting of the Council.

Officials of the State Railway Administration and other experts may be invited to attend the meetings of the Council and its Committees at the discretion of the President. So far as the Committees are concerned if matters affecting private railways are down for discussion such private railways may be asked to depute representatives to attend the meetings at the discretion of the President.

The chair at the Meetings of the Council will be taken by the Minister, and in case he should be prevented from attending, it will be taken by the Deputy appointed by him from the ranks of the officials in the Ministry of Railways.

The meetings of the Council are not open to the public, and the deliberations take place in accordance with Standing Orders issued by the Minister.

The opinion of the Council on the various matters submitted will be taken by vote.

Should a proposal emanating from the Council itself, and supported by at least five members, be put forward, then the Chairman must take the vote of the three sections, *i.e.*, industry and trade, commerce and traffic, and agriculture and forestry, separately.

For this purpose a register of the members of the Council must be kept, in which their names must be entered in accordance with the interests which they represent.

The Section for agriculture and forestry is composed of the four members nominated by the Minister of Agriculture and the 19 members nominated by the various agricultural, &c., bodies; all other members may at their choice inscribe their names in the Section for Industry and Trade or in the Section for Commerce and Traffic.

The same *modus operandi* as regards voting by sections must be observed in the Committees, if this be desired by the majority of the members of one of the three sections composing the Committee in question.

In such an event a separate report for each of the three sections must be submitted to the Council, and for this purpose the sections will appoint reporters from the ranks of their members.

In case the votes of the Council be taken by sections the result of the voting for each section must be entered in the Minutes.

The views of the minority are at the request of a member concerned to be entered in the Minutes.

A member will forfeit his membership if he ceases to be a member of the various bodies previously named, or if anything should happen to render him unfit to accept public office in accordance with the regulations.

Should a member resign before the allotted space of three years his deputy will be appointed in his stead by the Minister for the remainder of the unexpired period, and a new deputy must then be nominated in the prescribed manner.

Should a member be prevented by illness or other personal reasons from attending to his duties the Minister can call in his deputy to act for him or in case of the permanent incapacity of such member appoint the deputy in his stead.

The office of a member of the Council is purely honorary.

Those members who do not reside in Vienna receive for the journey to and from Vienna as well as during the time the meeting lasts a grant of eight gulden per day, if they are not already in receipt of a grant from the Treasury for other purposes.

The members will also receive free passes over the State Railway Lines in any class of carriage they may desire, for the purpose of attending the meeting.

The expenses incurred by them through making use of other means of transportation will be refunded.

The Standing Orders relative to the Committees include the following :—

The State Railway Council shall elect for the whole period of its office at its first sitting three special (Standing) Committees.

(*a.*) A Committee for general subjects.

(*b.*) A Committee for subjects dealing with Time Tables.

(*c.*) A Committee for Commercial and Tariff subjects.

In so far as possible every member of the State Railway Council shall belong to one of these three Committees and each of these Committees shall consist of an equal number of members.

These Committees will as a rule be summoned by the Minister of Railways before the sittings of the State Railway Council.

In addition to members of the State Railway Administration being summoned by the Minister to attend meetings of these Committees, experts may also be called in with the permission of the Chairman.

The Minister may at his discretion summon, at the request of the Chairman, representatives of private railways when matters affecting them are being discussed.

The officials of the Railway Ministry shall assist the Committees in their work as far as possible, and give them any information they may require.

The President of the State Railway Council will indicate to the Committees the subjects for discussion and also what subjects are to be kept secret.

As a rule all proposals must be submitted to the members of the State Railway Council before their next meeting.

Railway Council, Hungary.

In Hungary a similar Council exists under the name of "Verkehrsrat."

The "Verkehrsrat" was instituted by Law in 1907, and besides Railways, is concerned with shipping, postal services, telegraphs and telephones. There are about 60 or 70 members.

A branch of the "Verkehrsrat" is the "Tariff Commission," whose more particular function is the Tariff question.

Financial Results, Private and State Railways.

Austria.

It is difficult to make even an attempt at a comparison between the results and working of the private as compared with those of the State lines. Taking the principal private Railways to which reference has been made, *i.e.*, the Kaiser Ferdinands Nordbahn, The North Western (Nord West Bahn), Southern (Südbahn), and State Railway (Staats Eisenbahn Gesellschaft) Companies, their dividends for the past five years work out as under :—

Kaiser Ferdinands Nordbahn (Situated on the Colliery District).

1902...	$11\frac{3}{4}\frac{5}{2}$ per cent.
1903...	$12\frac{1}{2}$ „
1904...	$12\frac{4}{4}\frac{1}{2}$ „
1905...	$12\frac{4}{4}\frac{1}{2}$ „
1906...	$12\frac{4}{4}\frac{1}{2}$ „

North Western Railway Company.

	Issue A.	Issue B.
1902	$4\frac{3}{4}$ per cent.	$5\frac{1}{4}$ per cent.
1903	$4\frac{3}{4}$ „	$5\frac{1}{4}$ „
1904	$4\frac{1}{4}$ „	4 „
1905	$5\frac{1}{4}$ „	$5\frac{1}{4}$ „
1906	$5\frac{1}{4}$ „	$5\frac{1}{4}$ „

State Railway Company.

1902	$5\frac{3}{5}$ per cent.
1903	$5\frac{2}{5}$ „
1904	$5\frac{2}{5}$ „
1905	6 „
1906	$6\frac{3}{5}$ „

(The above three lines have not had recourse to State Guarantees in the years mentioned).

Southern Railway Company.

1902–1906 ... ... Nil.

(The guarantee of the Südbahn is based on a total receipt per mile, which is too low to be utilised.)

On the State Railways the following table shows the percentage of the excess of revenue over expenditure to the "Anlage" Capital.

—	1903.	1904.	1905.	1906.	1907.
	Kr.	Kr.	Kr.	Kr.	Kr.
"Anlage" Capital ...	2,672,757,485	2,723,113,215	2,816,133,722	3,052,911,306	3,832,058,574
Surplus of receipts over expenses.	59,227,772	64,873,070	75,016,279	87,152,209	115,375,570
Percentage to "Anlage" Capital.	2·22 per cent.	2·38 per cent.	2·66 per cent.	2·85 per cent.	3·01 per cent.

Looking first of all at the Private lines, comparison is quite out of the question even one with another. The geographical conditions of Austria and Hungary are of such a varying character as to be sensibly felt in the cost of construction and subsequent maintenance and working. Add to this the control of the State as affecting their expenditure and tariffs—and as a counterpoise the assistance rendered in many cases—and the difficulties of comparison are accentuated. It must be remembered that the guarantees very often do not apply to the whole net, sometimes to portions only, they being the result of the particular circumstance at the time the construction of the line was undertaken.

(It may be matter for comment that no comparison is attempted of the percentage of working expenses to the receipts.

The absence of anything like definite information as to the method of computation of the working expenses renders any such comparison futile, and not only futile but dangerous as leading to the formation of erroneous deductions.)

Even in the case of the "Nordbahn," where after Nationalisation separate Accounts have to be kept, it is a matter for exhaustive research to find out the result of the State working. A writer in the "Neue Freie Presse" of September 29th, 1908, dealing with this very point, remarks that an examination of about thirty tables is required.

Now, turning to the State, one must avoid that confusion due to the formation of a wrong impression based on the percentage on the "Anlage" Capital. This percentage is the arithmetical result of a division of the surplus of receipts over expenditure by the capital cost of construction or purchase. It bears no relation to the cost of the money for purchase or the dividend responsibilities assumed when a private line was purchased. These in themselves must reach a higher figure than the net receipts from which the percentage on the "Anlage" Capital is derived, so that the finances of the State so far as the Railway Department is concerned show a deficit.

There are many reasons for this. The State-constructed lines have not always been undertaken as direct financial investments. National and Military considerations, and development of the country, have had their influencing voice in the decision. The cost of construction and maintenance, as on private lines, has been and is high, and both now suffer from heavy expenses in wages and materials. On the State lines, by way of example, in the year 1907 there was an increase of 39·7 million Kr. in receipts whilst expenses had increased by no less a figure than 45·3 million Kr.

Speaking in this manner, one is of course entirely considering the railway point of view. It can be urged and no doubt with abundant reason that although the revenue of the Finance Department from the Railways shows a deficit, the advantage to the trade of the country from the low price of transportation has been vast.

The point, however, is how long can that happy position continue.

Additional revenue is required. The raising of the tariffs would appear to offer the most ready means, but this is inopportune. Apart from questions of national welfare it has not been to the direct advantage of the State to adopt this course. Raising of the State tariffs must have in its train raising of the rates on the private lines, and with Nationalisation, based on average profits, in view, raising of the rates means raising of the purchase price. Recourse must then be had to subsidiary charges and so can be traced the origin of the "Stationsgebühr" applying to the State lines. This is a charge on all goods traffic, ostensibly for services not already covered by the terminal and other subsidiary charges. Its actual extent will be dealt with when describing the tariffs, but incidentally it may be mentioned that it leads to no disturbance or ground for agitation on the part of private lines, as the rates on the State lines being on a somewhat lower basis the addition to the total cost of conveyance does not place the State in a better charging position than obtains with private railway undertakings.

Another source of revenue, however, which is to apply to all lines, but the receipts of which go to the State, is about to be introduced in the shape of an increase of the Stamp Duty on way-bills, which is to be raised from 10 Heller to 1 Krone per wagon.

Supplementary to these observations it is perhaps permissible to quote from the speech delivered by the President of the Chamber of Commerce of Vienna on the 8th October last.

> In a speech by the Financial Minister the latter pointed out that the results of the working of the State Railways were insufficient and emphasised the necessity of raising an amount of 70,000,000 Kr. He stated that the expenditure of this branch of the State Administration at least ought to be covered by its own receipts. It will be the duty of the Chamber and of all other economic Corporations to insist when the increases of rates, which are to contribute to the projected additional revenues, are carried into effect, that economic conditions are not violently dislocated. The additional revenue of 70,000,000 Kr. cannot be obtained by increases of rates without trade, commerce and industry being seriously prejudiced. In the last few days public opinion has also been much disturbed by the announcement of an exorbitant increase of the way-bill stamp projected by the Minister of Finance.

A leading forwarding agent also remarks in the press that the proposed Stamp Duty will weigh very heavily on the trade of the country, and more especially on certain articles, as the Stamp Duty will affect cheap goods to a greater degree than the expensive goods, it being levied on quantity.

As to the raising of the rates referred to by the President of the Vienna Chamber of Commerce. With the Nationalisation of the North Western Railway and the State Railway Company practically the full limit (except for small "Lokalbahnen") of Nationalisation has been reached, the only line remaining in private hands being the Südbahn. The Nationalisation of this latter is largely complicated, owing to its net lying in Austria, Hungary and Italy, with obvious difficulty to State ownership. So, leaving the Südbahn out of the question, with all other main lines in the hands of the State in Austria the obstacle to a raising of the tariffs is removed, and it is practically certain that there will be a raising of the rates from 10 per cent. to 15 per cent. with, at the same time, permission to the Südbahn, so far as its Austrian lines are concerned, to make a corresponding increase, a concession of which they stand in urgent need.

Referring to the Nationalisation of the North Western Railway and the State Railway an example is afforded of the effect of this possibility of State purchase on private lines. Under the terms of the Concession the right to purchase the former was in the power of the State as from January 1st, 1895, and the latter from September 14th, 1902.

Negotiations for the purchase have been proceeding for some time, and now appear to have reached a culminating point; but taking these cases as typical there is no doubt, however, that the constant possibility of State acquisition must have had an effect upon the working of the private railways. For one thing the private Company is naturally unwilling to launch out, and again the State, through their Supervising Authorities, are wont to impose such conditions as will ensure the railway being handed over to them in so perfect a condition that they thereby place burdens on private capital, which otherwise in all probability it is fair to assume would not, in times of financial distress, be strained to the same extent. In the report of the State Railway Company for 1907 this point is clearly enunciated:—

> Towards the end of 1906 the Government informed the Company of its intention to purchase its Railway lines. Whereas up to this period, and notwithstanding a continual and active supervision by the controlling authorities, there had never been any extraordinary criticism of the construction and equipment of our lines, and notwithstanding the fact that all differences were always settled without any difficulty directly by negotiation between the General Inspection of Austrian Railways and the management of the Company, the General Inspection has forced the Company to undertake important reconstruction works and to renew the superstructure of the line as well as to undertake numerous works of construction in stations, &c. These measures have, owing to the publicity given them, excited considerable public feeling.
>
> Most of the appeals to the Ministry of Railways have been rejected.
>
> Finding ourselves in a constrained position and weighed down by the powers of the Government, which were applied with unnecessary severity, we submitted to the demands of the controlling authorities, only having recourse to the Supreme Court when, in our opinion, it was evident that these demands not only exceeded the obligations imposed upon us, either by law or by our concessions, but also were not justified by the actual necessities of the traffic.
>
> We felt that we were all the more entitled to do this because we have expended since 1895 (the date since which we have been in a continual state of uncertainty with regard to the purchase of our lines by the State) the sum of 54 million kronen on constructional works and purchase of rolling stock.

It should be remarked that the general supervision of private lines is said to be much more strictly enforced since the Nationalisation of the Nordbahn within the last three years; on the acquisition of that line it was found that a considerable amount of expenditure was necessary in the way of renewal of rolling stock, &c., which the Company, knowing that Nationalisation was at hand, had purposely not incurred.

Hungary.

With regard to Hungary the working of the State Railways shows the following percentage of net receipts to the "Anlage" Capital:—

1901	... ...	3·46 per cent.
1902	... ...	3·62 ,,
1903	... ...	3·75 ,,
1904	... ...	3·85 ,,
1905	... ...	3·93 ,,
1906	... ...	4·44 ,,
1907	... ...	3·70 ,,

The dividends paid by the chief private Railway, the "Kaschau-Oderberg Company" (in receipt of guarantees from the Hungarian Government) are as under :—

	Percentage of surplus to "Anlage" Capital.
1901 ...	2·59 per cent.
1902 ...	3·29 „
1903 ...	3·46 „
1904 ...	3·20 „
1905 ...	3·46 „
1906 ...	3·87 „

Regarding these results of working, the remarks made in reference to the working of Austrian Railways apply with equal force.

The Hungarian Government some few years ago unsuccessfully mooted the question of a general raising of the tariffs, but met with such a storm of opposition that the matter had to be deferred. However, at the moment, even to cope with the traffic such large expenditure is required that active steps have had to be taken to meet the situation, and on the 10th of June of this year a Bill was passed providing for an expenditure of 200 million kr. on the State Railways.

Consols will be issued in the years 1908, 1909, 1910 and 1911 for the purpose.

Only the most urgent expenditure is proposed, the principal disbursements being :—

	Kr.
Laying of second track	
On the line Rakos-Ujszasz...	2,500,000
„ „ Szegled-Szolnok	1,400,000
„ „ Varalja-Hatszeg-Petrozseny	5,520,000
„ „ Buccari-Fiume...	3,000,000
Safety appliances at stations, signalling, etc.	4,000,000
Extension of 39 larger Provincial stations	13,410,000
Increase of rolling stock :—	
Locomotives	10,000,000
Passenger Coaches	25,900,000
Brake Vans	4,100,000
2,000 Goods Wagons	11,780,000

Taxation. The system of taxation is extremely complicated, but in general it may be said to be 20 per cent. on the net revenue, *i.e.*, 10 per cent. as Government income tax, and 10 per cent. for local taxes.

It will, however, have been remarked that in many cases it is the practice on guaranteed railways for the Companies to be absolved from the payment of Government income tax.

Constructional Costs. With regard to the construction of Railways in Austria and Hungary the style approximates to that of Germany, *i.e.*, low platforms and a large number of level crossings (the abolition of these latter on main lines has been urged upon the Ministry).

In connection with this latter point it may probably be of some interest to set forth the general regulations in regard to the construction of bridges, &c., on new lines :

Whenever public roads, bridges, footbridges, or other means of communication are partially or totally disturbed by the construction of a railway, then must the Railway undertaking make good such means of communication at the request of the proper Authorities.

The upkeep of roads, bridges, footbridges, and other means of communication, which have replaced pre-existing ones, shall devolve upon the parties previously responsible.

Such parties, may, however, claim compensation from the Railway undertaking where the cost of upkeep has been increased by reason of the construction of the Railway.

When it is necessary to carry out additional works, *e.g.*, bridges, dams, &c., not only shall the initial cost of such works be borne by the Railway undertaking, but also the cost of upkeep.

The Railway is not bound to bear the cost of raising a road when such raising is not in consequence of railway operations but due to other causes, such as subsidence owing to mining operations.

When a question of displacement of streets or roads arises in connection with a railway the deciding authority is not the Administration for Roads, but the Ministry of Commerce.

It is a matter requiring grave consideration as to whether the existence in Hungary of a permanent head for the management of the State lines is not a superior system to that in Austria where the Railways are under the charge of a Minister changing with the Government.

In Austria particularly, political influence is extremely strong owing to the various nationalities concerned, and it may be assumed that the party in power will exercise great influence for its own people and province. Especially is this influence used to further the demands of the staff, and with these demands the Minister very often finds it politic to comply. As illustrating the difficulties arising from the existence of so many nationalities it may be mentioned that any new rule or regulation requires to be published in seven different languages.

RAILWAYS AND THE PUBLIC.

Goods Tariffs.

The tariffs in Austria and Hungary are complicated in so far as the bases on the State and private lines are different. The cause for this is not far to seek. In the concessions for Private Railways maxima have been laid down and within those maxima schemes, have been formed based, in accordance with regulations, on the circumstances peculiar to the various lines.

The geographical conditions must have claimed some consideration in the fixing of the tariffs. The charge for transport in a hilly country when based on cost of construction and cost of working must differ from the cost of transportation in the plains.

The System of " Staffel " rates, viz., rates decreasing in ratio to the increase in distance, is common to all. By this system of tariffs it is necessary in the compilation of a freight charge to calculate separately the charge for each portion of the distance applicable to the " Staffel " divisions. It will be well, perhaps, to give some examples.

Rate Bases (Austria).

Take firstly the scheme on the State lines :—

Rate Bases (in Heller from 100 Kg. and 1 Km.). Haupt-bahnen.

(*Austrian State Lines.*)

Unit Rates.	(*a.*) Fast Goods.		(*b.*) Slow Goods.							
	Ordinary and Modified.	Specially Modified.	Class.		Wagon Load Classes (Ordinary Tariff.)			(Special Tariff.)		
			I.	II.	A.	B.	C.	1.	2.	3.
	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.
From 1–50 Km. ...	3·30	1·22	1·22	1·04	0·74	0·56	0·48	0·56	0·48	0·44
„ 51–150 „ ...	3·20	1·20	1·20	1·00	0·68	0·52	0·30	0·48	0·30	0·26
„ 151–300 „ ...	3·16	1·18	1·18	0·96	0·60	0·42	0·22	0·40	0·22	0·16
Above 300 Km.	3·12	1·16	1·16	0·64	0·42	0·28	0·20	0·32	0·20	0·16
Terminal per 100 Kg. ...	16	8	8	8	8	8	8	8	8	8

North West Railways.

Rate Bases for Fast and Slow Goods.

Heller per 100 Kg. and 1 Km.

Fast Goods.			Slow Goods.		
Ordinary.	Modified.	Specially Modified.	Bulky Goods.	Class I. (Normal Class.)	Class II.
H. 3·96	H. 1·58	H. 1·18	H. 1·58	H. 1·18	1·02 H. up to 50 km., each further km. ·90 H.

The bases for the wagon-load classes and the special tariffs are :—

			H.
(*a.*) For wagon-load Class A :	for the first	50 Km.	1·00
	„ „ second	50 „	0·80
	„ „ third	50 „	0·70
	„ „ next	200 „	0·60
	„ each further	„	0·40
(*b.*) For wagon-load Class B :	for the first	50 Km.	0·80
	„ „ second	50 „	0·70
	„ „ third	50 „	0·60
	„ following	200 „	0·50
	„ each further	„	0·30
(*c.*) For wagon-load Class C :	for the first	70 Km.	0·52
	„ „ second	70 „	0·42
	„ „ third	70 „	0·32
	„ each further	„	0·26
(*d.*) For Special Tariff 1.	For the first	50 Km.	0·80
	„ „ second	50 „	0·60
	„ following	100 „	0·52
	„ further	200 „	0·40
	„ each further	„	0·32
(*e.*) For Special Tariff 2.	For the first	50 Km.	0·64
	„ „ second	50 „	0·52
	„ „ third	50 „	0·40
	„ „ fourth	50 „	0·36
	„ following	150 „	0·32
	„ each further	„	0·26
(*f.*) For Special Tariff 3.	For the first	75 Km.	0·44
	„ „ second	75 „	0·24
	„ following	150 „	0·20
	„ each further	„	0·16

In all cases a terminal charge is added to the freight charges as follows :—

(*a.*) For ordinary fast goods, 20 Heller per 100 Kg.
(*b.*) For modified fast goods, specially modified fast goods, also slow goods of Classes I., II., A., B. and Special Tariffs 1 and 2, and for bulky goods, 8 Heller per 100 Kg.
(*c.*) For goods of Class C., 7 Heller per 100 Kg.
(*d.*) For goods of Special Tariff 3, 6 Heller per 100 Kg.

Südbahn Tariff Bases.

(In Heller per 100 Kg. and 1 Km.)

Unit Rates.	(*a.*) Fast Goods.		(*b.*) Slow Goods.							
	Ordinary and Modified.	Specially Modified.	Class.		Wagon Load Classes (Ordinary Tariff.)			(Special Tariff.)		
			I.	II.	A.	B.	C.	1.	2.	3.
From 1–50 Km. ...	3·0	2·0	1·3	1·15	0·80	0·66	0·60	0·80	0·66	0·60
„ 51–100 „ ...	3·0	2·0	1·3	1·05	0·80	0·40	0·40	0·48	0·44	0·30
„ 101–150 „ ...	3·0	2·0	1·3	1·05	0·80	0·36	0·24	0·48	0·44	0·24
„ 151–200 „ ...	2·6	1·2	1·3	0·95	0·70	0·36	0·24	0·48	0·44	0·24
„ 201–300 „ ...	2·6	1·2	1·3	0·95	0·60	0·36	0·24	0·48	0·44	0·20
„ 301–350 „ ..	2·6	0·6	1·3	0·80	0·60	0·36	0·24	0·48	0·44	0·20
„ 351–400 „ ...	2·6	0·6	1·3	0·80	0·44	0·36	0·24	0·48	0·44	0·20
Over 400 Km.	2·2	0·6	1·1	0·80	0·44	0·36	0·24	0·48	0·24	0·20
Terminals per 100 Kn. ...	24	16	12	12	8	8	7	8	8	6

Bulky goods are conveyed at 1½ times the rates of Class I.

The Austro-Hungarian State Railway Company.

Unit Rates for Fast and Slow Goods.

(In Heller per 100 Kg. and 1 Km.).

(1.) On the lines of the old system, and the connecting lines of the Company.

Fast Goods.			Slow Goods.		
Ordinary.	Modified.	Specially Modified.	Bulky Goods.	Class I. (Normal Class.)	Class II.
3·96	1·64	1·24	1·64	1·24	From 1- 50 Km. 1·04 „ 51–150 „ 1·00 „ 151–300 „ 0·96 Above 300 „ 0·64

The Unit rates for the wagon-load classes and special tariffs are :—

(*a.*) For wagon-load Class A :	for the first	75 Km.	0·80
	„ „ second	75 „	0·68
	„ „ third	75 „	0·64
	„ every Km. over	225 Km. ...	0·52
(*b.*) For wagon-load Class B :	for the first	50 Km.	0·70
	„ „ second	50 „	0·60
	„ further	50 „	0·50
	„ „	200 „	0·40
	„ each Km. above	350 Km. ...	0·32
(*c.*) For wagon-load Class C :	for the first	40 Km.	0·52
	„ „ second	40 „	0·48
	„ further	75 „	0·42
	„ „	75 „	0·36
	„ each Km. above	230 Km. ...	0·32
(*d.*) For Special Tariff 1.	For the first	50 Km.	0·80
	„ „ second	50 „	0·60
	„ further	100 „	0·48
	„ „	100 „	0·40
	„ each Km. above	300 Km. ...	0·32
(*e.*) For Special Tariff 2.	For the first	40 Km.	0·80
	„ „ second	40 „	0·52
	„ further	75 „	0·36
	„ each Km. above	155 Km. ...	0·32
(*f.*) For Special Tariff 3.	For the first	75 Km.	0·44
	„ „ second	75 „	0·24
	„ further	150 „	0·20
	„ each Km. above	300 Km. ...	0·16

(2.) On the cross-country lines and branch lines.

Fast Goods.			Slow Goods.		
Ordinary.	Modified.	Specially Modified.	Bulky Goods.	Class I. (Normal Class.)	Class II.
3·96	1·64	1·24	1·64	1·24	1·00

The bases for the wagon-load classes and special tariffs are :—

(*a.*) For wagon-load Class A :	for the first	75 Km.	0·80
	„ „ second	75 „	0·68
	„ every Km. above	150 Km. ...	0·64
(*b.*) For wagon-load Class B :	for the first	50 Km.	0·07
	„ „ second	50 „	0·60
	„ further	50 „	0·50
	„ every Km. above	150 Km. ...	0·40

(*c.*) For wagon-load Class C : for the first 40 Km. ... ... 0·52
„ „ second 40 „ ... ... 0·48
„ further 75 „ ... ... 0·42
„ each Km. above 155 Km. ... 0·36
(*d.*) For Special Tariff 1. For the first 50 Km. ... ... 0·80
„ „ second 50 „ ... ... 0·60
„ each Km. above 100 Km. ... 0·48
(*e.*) For Special Tariff 2. For the first 40 Km. ... ... 0·80
„ „ second 40 „ ... ... 0·52
„ further 75 „ ... ... 0·36
(*f.*) For Special Tariff 3. For the first 75 Km. ... ... 0·44
„ „ second 75 „ ... ... 0·24
„ each Km. above 150 Km. ... 0·20

(3.) On the Brünn-Rossitzer Railway.

Fast Goods.			Slow Goods.								
Ordinary.	Modified.	Specially Modified.	Bulky Goods.	Class I. (Normal Class.)	Class II.	Modified Wagon-load Classes.			Special Tariffs.		
						A.	B.	C.	1.	2.	3.
3·96	1·64	1·24	2·04	1·24	1·02	0·98	0·98	0·80	0·98	0·98	0·44

In all cases the following terminals are charged :—

I. Fast Goods.

(*a.*) For ordinary fast goods ... ... per 100 kg. 20 heller.
(*b.*) „ modified and specially modified fast goods „ 100 „ 8 „

II. Slow Goods.

(*a.*) For goods of Classes I. and II., also bulky goods per 100 kg. 8 heller.
(*b.*) „ Wagon-load Classes A and B ... „ 100 „ 8 „
(*c.*) „ „ „ C ... ... „ 100 „ 7 „
(*d.*) „ Special Tariffs 1 and 2 ... „ 100 „ 8 „
(*e.*) „ „ „ 3 ... ... „ 100 „ 6 „

HUNGARY (HAUPTBAHNEN).

The bases in Hungary can also be exemplified.

Hungarian State Railway.

—		Fast Goods.		Slow Goods.								
		Ordinary.	Modified and Specially Modified.	Bulky Goods.	Class I.	Class II.	Class A.	Class B.	Class C. and Special Tariff 2.	Special Tariff 1.	Special Tariff 3.
		H.	H.	H.	H.	H.	H.	H.	H.	H.	H.
From 1–200 Km.	Per 100 Kg. and 1 Km.	2·60	1·20	1·80	1·44	1·04	0·70	0·42	0·32	0·54	0·26
„ 201–400 „		2·00	1·00	1·60	1·04	0·84	0·52	0·34	0·26	0·30	0·20
Over 400 Km.		2·00	1·00	1·60	1·04	0·84	0·36	0·20	0·18	0·20	0·14
Terminal Charge	Per 100 Kg.	20	20	20	20	20	12	8	8	10	6

KASCHAU-ODERBERG RAILWAY.

Rate Bases for Fast and Slow Goods.

(In Heller per 100 Kg. and 1 Km.)

Fast Goods.			Slow Goods.					
						Wagon load Classes.		
Ordinary.	Modified.	Specially modified.	I. Normal Class.	II.	Bulky goods.	A.	B.	C.
3·96	1·18	1·18	1·18	1·06	1·84	For 1–50 km. 0·90 Further— 51–100 km. 0·70 101–200 „ 0·58 201–300 „ 0·46 Over 300 „ 0·40	For 1–50 km. 0·70 Further— 51–100 km. 0·60 101–200 „ 0·48 201–300 „ 0·36 Over 300 „ 0·28	For 1–50 km. 0·60 Further— 51–100 km. 0·40 101–200 „ 0·34 201–300 „ 0·28 Over 300 „ 0·20

Fast Goods.			Slow Goods					
						Special Tariffs.		
Ordinary.	Modified.	Specially modified.	I. Normal Class.	II.	Bulky goods.	1.	2.	3.
3·96	1·18	1·18	1·18	1·06	1·84	For 1–50 km. ... 0·80 From 51–100 km. ... 0·70 When conveyed for— 101–200 km. For the 0·64 201–300 „ total 0·52 Over 300 „ distance 0·48	When conveyed for— 1–50 km. For the 0·34 51–100 „ total 0·32 Over 100 „ distance 0·30	For 1–50 km. 0·48 Further— 51–100 km. 0·32 101–200 „ 0·26 Over 200 „ 0·16

In addition to the transport rates the following terminal charges are made :—

1. *Fast Goods.*

(*a.*) For ordinary, modified and specially modified fast goods, 20 H. per 100 Kg.

2. *Slow Goods.*

(*a.*) For goods in Classes I. and II., bulky goods, goods of Class A and Special Tariff 1	8 Heller	Per 100 Kg.
(*b.*) For goods of Classes B and C.	7 „	
(*c.*) For goods of Special Tariff 2 for distances up to 50 km.	6 „	
For distances above 50 km.	4 „	
(*d.*) For goods of Special Tariff 3 and "Ausnahme" Tariffs I., II., and VI.	4 „	

RATE BASES, AUSTRIA.

The rate bases which have been given apply to "Hauptbahnen;" with "Lokalbahnen" many different schemes exist, and a few examples are appended. **"Lokalbahnen."**

STATE "LOKALBAHNEN" TARIFFS.

Applying to 17 "Lokal" Railways.

Rate bases (per 100 Kg.).	Fast Goods.	Slow Goods.											
		Class.		Wagon load classes.									
							Special Tariffs.			Ausnahme Tariffs.			
	Modified and specially modified.	I.	II.	A.	B.	C.	1.	2.	3.	I.	II.	III. a.	III. b.	III. c.
Per Kilometre ...	H. 1·6		H. 1·4	H. 1·2	H. 1·0	H. 0·7	H. 0·9	H. 0·8	H. 0·6		H. 0·5	H. 1·4		H. 1·2
Terminal charges	8					7	8		6			8		

Applying to 3 "Lokal" Railways.

Rate bases (per 100 Kg.).	Fast Goods.	Slow Goods.												
		Class.		Wagon load classes.										
							Special Tariffs.			Ausnahme Tariffs.				
	Modified and specially modified.	I.	II.	A.	B.	C.	1.	2.	3.	I.	II.	III. a.	III. b.	III. c.
Per Kilometre ...	H. 1·22		H. 1·04	H. 0·74	H. 0·56	H. 0·48	H. 0·56	H. 0·48	H. 0·44	H. 0·48	H. 0·24	H. 1·04		H. 0·74
Terminal charges	8													

Applying to 2 "Lokal" Railways.

Rate bases (per 100 Kg.).	Fast Goods.	Slow Goods.												
		Class.		Wagon load classes.										
							Special Tariffs.			Ausnahme Tariffs.				
	Modified and specially modified.	I.	II.	A.	B.	C.	1.	2.	3.	I.	II.	III. a.	III. b.	III. c.
Per Kilometre ...	H. 2·0			H. 1·6	H. 1·2	H. 0·8	H. 1·2	H. 0·52	H. 0·8	H. 0·44	H. 0·32	H. 1·9	H. 1·6	H. 1·4
Terminal charges	8					6	8	6		4		8		

Applying to 2 "Lokal" Railways.

Rate bases (per 100 Kg).	Fast Goods.		Slow Goods.									
			Class.		Wagon load classes.							
								Special Tariffs.			Ausnahme Tariffs.	
	Modified.	Specially Modified.	I.	II.	A.	B.	C.	1.	2.	3.	I.	II.
From 1–30 km.	H. 1·6	H. 1·6	H. 1·6	H. 1·4	H. 1·2	H. 1·0	H. 0·7	H. 0·8	H. 0·7	H. 0·6	H. 0·35	
„ 31–50 „ Per	1·6	1·4	1·4	1·2	1·0	0·9	0·6	0·7	0·6	0·5	0·3	
„ 51–70 „ km.	1·6	1·2	1·2	1·0	0·8	0·8	0·5	0·6	0·5	0·4	0·2	
Above 70 km.	1·6	1·2	1·2	1·0	0·7	0·7	0·4	0·5	0·4	0·3	0·2	
Terminals	8						7	8	7	6		

Austro-Hungarian State Railway Company.

Unit Rates for Fast and Slow Goods.

(In Heller per 100 Kg. per Km.)

Fast Goods.			Slow Goods.								
						Wagon-load Classes.			Special Tariff.		
Ordinary.	Modified.	Specially Modified.	Bulky Goods.	Class I.	Class II.	A.	B.	C.	1.	2.	3.
H. 4·00	H. 1·60	H. 1·60	H. 1·60	H. 1·60	H. 1·00	H. 1·00	H. 0·80	H. 0·80	H. 0·80	H. 0·80	H. 0·80

Terminal Charges.

1. Fast Goods.

(*a.*)	For ordinary fast goods...	per 100 kg.	...	20	heller.
(*b.*)	„ modified and specially modified fast goods	„ „	...	8	„

2. Slow Goods.

(*a.*)	For goods of Classes I. and II., also bulky goods	per 100 kg.	...	8	heller.
(*b.*)	„ „ „ Wagon-load Classes A and B...	„ „	...	8	„
(*c.*)	„ „ „ Wagon-load Class C	„ „	...	7	„
(*d.*)	„ „ „ Special Tariffs 1 and 2 ...	„ „	...	8	„
(*e.*)	„ „ „ Special Tariff 3	„ „	...	6	„

Concession tariffs.

It may perhaps be of interest to compare the rate bases of the North Western Railway with the maxima prescribed by the Concession, which were :—

Maximum tariff for goods at ordinary speed per 56 kg. per Austrian mile—

I.	Class	1·95 kreuzer.
II.	„	2·25 „
III.	„	3·00 „

The following rates apply to the under-mentioned articles in wagon loads :—

—	Grain and salt.	Firewood, &c.	Minerals, coke, pressed peat, ores, iron, rafts, lime, and building stones.
	Kreuzer.	Kreuzer.	Kreuzer.
For the first 10 miles	1·5	1·2	1·0
„ „ second 10 miles ...	1·4	1·0	0·8
„ „ third 10 miles	1·2	0·9	0·6
„ further distances	1·0	0·7	0·5

General Classification and Calculation of Freight.

Although the rate bases vary, and complications ensue, this is not the case with the classification. Practically the same classification applies to all lines in Austria and Hungary.

The freight is calculated on the weight in so far as no other method of computation has been fixed.

In calculating the freight, amounts of under 5 h. are not taken into consideration, and amounts of above 5 h. are counted as 10 h.

The calculation of freight charges varies for fast and slow goods.

In calculating the freight charges on the weight, such weight is rounded off as follows :—

1. In the case of fast goods, each commenced 5 kg. is considered as 5 kg.
2. In the case of slow goods, each commenced 10 kg. is considered as 10 kg., and consignments under 20 kg. are charged as for 20 kg.

Transport duty, Hungary.

In transit on the Hungarian Railways, the legally prescribed transport duty is added to the freight. This duty amounts to 7 per cent. and 5 per cent., for fast and slow goods respectively, of the freight (*i.e.*, the total rate including terminals), and is already included in the published tariffs. If, however, the freight calculation is by unit rates, the terminal charge (if not already included in such unit rates) is added to the freight for the kilometric distance, and to the amount resulting therefrom the above-mentioned duty is added in such a manner that fractions under 0·05 h. are discarded, and those above 0·05 h. are counted as 0·1 h.

If the total length of a railway available for transport is less than 8 kilometres, then, for such line, freight is charged on 8 kilometres.

The minimum freight charge per consignment is as a rule 40 h. on each Austrian Railway and 42 h. on each Hungarian Railway.

If, however, through rates, published in the tariffs, exist for the traffic between two or more railways, then for the whole of such through distances, a minimum charge of 40 h. is made so far as Austrian Railways are concerned, and 42 h. so far as Hungarian lines are concerned.

Classification of Fast Goods.

I. *Ordinary Fast Goods.*

To this category belong those articles which are not included in Classes 2. and 3.

(Ordinary fast goods in consignments up to 50 kg., and up to 10 packages per way-bill, are conveyed at double the rates of Class 1, unless the freight calculated in accordance with the rates for ordinary fast goods is cheaper.)

II. *Modified Fast Goods.*

To this category belong :—

Berries, beer, eggs, vinegar, butter, goose-grease, margarine, bacon, fresh smoked or salt fish, meat, fruit extracts, biscuits, vegetables, hops, honey, potatoes, cheese, crabs, milk, mineral water, fruit, fruit trees, wine, &c.

III. *Specially Modified Fast Goods.*

Returned empties.

To this category belong returned empties, such as casks, metal casings and boxes, oil and wine vats, metal cylinders, boxes, packing cases, packing boards, drums, cages, &c.

New and old sacks of all descriptions, and returned empty milk-cans bearing the owner's marks are charged Class II. rates when consigned as fast goods, unless the rates for specially modified fast goods be cheaper.

If fast goods of different categories consigned on one way-bill are packed either together or separately, the freight for the whole consignment is calculated in accordance with the rates of the class to which the highest rated articles in the consignment belong, unless if the weight be given separately the separate calculations work out cheaper. In the latter case, in calculating the charges, the weight of the goods in each class is rounded off in units of 5 kg.

Express goods.

If fast goods are forwarded at the request of the consignor and with the assent of the railway by express train, then the consignment will be charged at the ordinary fast goods rate with an addition of 50 per cent. In this case, freight will not be calculated on double the rates of Class I. The minimum charge per express consignment is 60 h. on the Austrian Railways, and 64 h. on the Hungarian Railways, even in those cases where the transport duty is not levied.

Classification of Slow Goods.

For the purposes of the calculation of freight charges, slow goods are divided into the following classes :—

Class I. (normal class).
Class II.
Wagon-load Classes A, B, and C.
Special Tariffs 1, 2, and 3.
Bulky goods.

Class I. rates are charged on all those articles which are shown in that class in the tariffs, or which are not mentioned at all in the goods classification.

Similarly, articles belonging to Classes II., A, B, and C, and special tariffs 1, 2, 3, for which a special method of packing is prescribed in the goods classification, are charged at Class I. rates when packed in a different manner, in so far as no other regulations are contained in the goods classification with reference to the articles in question.

The goods classification shows what articles (under what conditions) belong to Classes II., A, B, C, special tariffs 1, 2, and 3, or bulky goods, and the fixed rates for these classes, special tariffs, or bulky goods, are applied if the consignment consists of one or more articles of the class, or special tariff, or bulky goods, as the case may be.

If articles for which a special tariff exists, as per goods classification, when consigned in quantities of at least 5,000 or 10,000 kg. per way-bill per wagon, or on payment of the loading weight of the wagon used, as the case may be, are consigned in smaller quantities than 5,000 or 10,000 kg. or the loading weight of the wagon, as the case may be, then freight is charged on the actual weight according to the proper tariff, unless the charge on 5,000 or 10,000 kg. per way-bill per wagon, or on the actual loading weight of the wagon used, as the case may be, is cheaper in accordance with the tariffs fixed for those quantities.

When wagons of a lower loading capacity than 10,000 kg. are provided for those wagon-load classes, a condition of which is the consignment or the payment of freight on 10,000 kg. per way-bill per wagon, as the case may be, then freight on the actual weight, with a minimum of the loading weight of the wagon used, will be calculated in accordance with the rates applying to the wagon-load class in question.

In the case of the under-mentioned articles, freight is always charged for not less than the minimum loading weight of the wagon used when the rates in the goods classification apply to them, viz. :—Asphalt, ice and snow, iron ore, oaken railway sleepers, certain kinds of earth, beets for fodder, coal, magnesia, slag, certain kinds of stones, tiles, beetroot (for sugar) whole or sliced, &c.

An exception is made in the case of the above-mentioned goods (and also in the case of all goods where the application of fixed rates on "Hauptbahnen" is dependent on the payment of freight for the loading weight of the wagon) forming traffic from narrow gauge lines, and lines with weaker superstructure than "Hauptbahnen," in that the rates in question are applied on the "Hauptbahnen" on payment for the actual weight, but with a minimum as for 10,000 kg. per way-bill and per normal gauge wagon.

If slow goods for which there are different tariffs, packed either together or separately, are consigned on one way-bill, the freight is calculated as if the whole consignment consisted of the articles subject to the highest rates, unless, the articles being packed separately and the weight being given separately, a separate calculation works out cheaper. In the latter instance the weight of each separately packed class of article is rounded off to an even 10 kg. in calculating the freight.

If bulky goods, for which in consignments of 5,000 and 10,000 kg. the reduced wagon-load rates of Classes A, B, and C are charged as per the tariffs, be lumped with other goods to form a wagon load of at least 5,000 kg., then the rates of Class I. are applied to the whole consignment, unless, in case the goods are not all packed together, separate calculations work out cheaper. In this latter event the weight of each class is rounded off to an even 10 kg.

The foregoing regulations apply to the "Ausnahme" tariffs contained in the goods tariffs and their appendices, unless expressly stated to be otherwise.

The articles in the various classes are numerous. Generally speaking, Classes I. and II. are for goods consigned in quantities of less than 5,000 kg.; the same goods when consigned in wagon-loads come under the wagon-load and special tariffs. The following are given as examples of the classification :—

Class I.

Asbestos, weapons, indigo, raw flax, table glass, gelatine, salt, wooden boxes, shoe blacking, etc., etc.

Class II.

Aluminium, arsenic, asphalt (packed), bee hives, lead, borax, wagon-sheets, artificial manures, iron and steel of various descriptions, butter, margarine, stearine, etc., etc.

Class A.

Raw cotton, manufactured cotton, beer and wine, eggs, iron and steel of certain descriptions, hides, wood and wood-wares, mineral water, fruit, animal and mineral oils in casks, raw tobacco, raw sugar, export sugar of all descriptions.

Class B.

Asphalt, lead, iron and steel of certain descriptions, vegetables of all descriptions, glass and glassware, fresh unpacked fruit, acids, soda, stones.

Class C.

Ashes, bark, pig iron of all descriptions, graphite, potatoes, saltpetre, china clay, cement, tiles, sugar beet.

Special Tariff 1.

Grain and husk fruits, milling products, malt of all descriptions, oilcakes, oilseeds, rice, starch.

Special Tariff 2.

Wood of certain descriptions.

Special Tariff 3.

Fertilisers and raw materials for the manufacture of artificial manures, earth, ore, stones.

Bulky Goods.

Casks with a minimum holding capacity of 8·5 hectolitres, cycles, empty carboys, bassinettes, hollow glassware in cases more than 2 metres high and 1·1 metres wide, new and empty wooden cases, boxes, &c.; furniture unpacked, or packed in straw, matting or linen ; plants, bushes, shrubs, &c., unpacked, or packed in straw, matting or linen ; swings, mirrors, stuffed animals, boats, &c.

Austria.

In addition to the rate bases described on each line there are definitely fixed "Ausnahme" or exceptional tariffs, which are variations on the general bases for certain articles. On the Austrian State Lines they number nine and are grouped thus :—

State lines.

"Ausnahme" tariff I.—Bark, plaster of Paris, hay and straw, wood, lime, potatoes, coal, mortar, stones, cement, chicory, roots, sugar beet.

"Ausnahme" tariff II.—Drain pipes, ice and snow, earth, beet for fodder, charcoal, sawdust, slag, peat, water tiles, etc., etc.

"Ausnahme" tariff III.—Those goods, freight on which is calculated in accordance with the rates of Classes I. and II. and the bulky goods class, also for certain kinds of salt, but excluding corpses, live animals and certain articles for which special rates exist. Those goods which are included in Class A on payment of freight on 10,000 kg. per way-bill and per wagon.

"Ausnahme tariff IV.—Carboys, bottles, basketware, furniture, returned empties, wooden casks, flax, hemp, wire, tallow, etc., etc.

"Ausnahme" tariff V.—Horses, ponies, foals, mules, cattle, swine, sheep, goats, poultry, etc.

"Ausnahme" tariff VI.—Materials for construction of new buildings, etc., including appliances for their equipment, etc.; also materials for railways destined to serve agricultural, etc., purposes, and the rolling stock for the exclusive use of such railways.

"Ausnahme" tariff VII.—Sugar.

"Ausnahme" tariff VIII.—Government telegraph and telephone appliances, apparatus, material, equipment, etc.

"Ausnahme" tariff IX.—For the following articles destined for export :—Beer, eggs, woodwares, wine, sugar, vegetables, glass, fresh fruit, paper, cardboard, iron and steel wares, iron and steel locomotives and steam rollers, graphite, celluloid, etc.

The charges for these classes are :—

"AUSNAHME" TARIFFS (Slow Goods).

Unit Rate.	I.	II.	III. A. On handing in, &c., payment of freight on a minimum of 5,000 kilogrammes per truck.	III. B. On handing in, &c., payment of freight on a minimum of 10,000 kilogrammes per truck.	III. C. On handing in, &c., payment of freight on a minimum of 10,000 kilogrammes per truck.	IV. A.	IV. B.	IV. C.	V. 1. Horses, foals, ponies and mules.	V. 2. Cattle. A. In general.	V. 2. Cattle. B. To Vienna, Penzing and Nussdorf.	V. 3. Swine, sheep and goats, and live poultry, &c. A. For an ordinary wagon.	V. 3. Swine, sheep and goats, and live poultry, &c. B. For a 2-floored wagon.	V. 4. Cattle, swine, sheep, &c., intended to be used for breeding purposes.
	Per 100 kg.	Per 100 kg.	Per 100 kg.			Per 1 square metre of the floor space of the wagon used.			Per 1 square metre of the floor space of the wagon used.					Per wagon.
	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.
From 1–50 km., per km.	0·44	0·24	1·00	0·94	0·70	3·4	3·0	2·6	3·2	1·8	1·8	2·9	3·0	20
„ 51–150 „	0·26	0·20	0·96	0·90	0·64	3·2	1·8	1·6	2·4	1·7	1·6	1·9	2·8	
„ 151–300 „	0·16	0·18	0·92	0·86	0·56	2·6	1·2	1·0	2·0	1·6	1·5	1·8	2·6	
Above 300 „	0·16	0·16	0·60	0·54	0·38	1·6	1·2	1·0	1·6	1·5	1·3	1·2	1·8	
Terminals—														
Per 100 kg.	8	6	8	8	8	—	—	—	The terminal charges are already included in these rates.					
For 1 square metre ...	—	—	—	—	—	50	50	50						
Minimum unit rates per 1 km. for the distance of 750 km. and beyond (including terminal charges).	0·201	0·181	0·745	0·635	0·480	2·189	1·457	1·246	1·882	1·557	1·405	1·458	2·160	—

"AUSNAHME" TARIFFS (Slow Goods).						"AUSNAHME" TARIFF IX. for the conveyance as slow goods of the following articles for export from Austria-Hungary.					
VI.	VII.			VIII.		Articles.	As per goods classification rating on handing in, or paying freight for a minimum of			The rates of the adjacent wagon-load classes for special and "Ausnahme" tariffs are on handing in or paying freight for a minimum of	
	A.	B.	C.	A. Fast.	B. Slow.		5,000 kg.	10,000 kg.	The loading weight of the wagon used.	5,000 kg.	10,000 kg. on the loading weight of the wagon used.
See A.T. VI., in description of Tariff.	For certain kinds of sugar.	For certain kinds of sugar.		Telegraph, telephone, &c., supplies, materials, apparatus, &c., for the Post-master-General.			Per way-bill and wagon.			Per way-bill and per wagon to be reduced by	
	In consignments of at least										
	5,000 kg.	10,000 kg.									
	Per wagon.			Per 100 kg. per km.							
				H.	H.		Rates of	Rates of	Rates of	Per cent.	Per cent.
50 per cent. reduction of freight in certain cases. The minimum unit rate, however, must be 0·2 Heller per 100 kg. and each km., provided the rate calculated on the ordinary basis does not work out cheaper per 100 kg. and 1 km.	Rates of Class A.	In general.	For export from the Austro-Hungarian Customers' Union.	1·0	0·4	Beer, Eggs, Woodwares, Clover seed, Cider, Wines, Sugar.	Class A.	"Ausnahme" Tariff, III. C.	—	10	10
				Terminals per 100 kg.							
				20	8	Vegetables, Glass, Bottles, &c., Celluloid, Fresh fruit, Paper, Pasteboard.	Class A.	Class B.	—	10	15
		Rates of Class A. less 15 per cent.	Rates of Class C. less 5 per cent.			Iron and Steel-wares, Iron and Steel, Traction engines and steam rollers.	Class B.	Class B.	—	15	15
						Iron (raw) of all descriptions.	Class B.	—	Class C.	15	5
Minimum unit rates per 1 km. for the distance of 750 km. and beyond (including terminal charges).	0·520	—	—	—	—	Graphites, Wood pulp, Celluloid.	Class A.	Class C.	—	10	5
						Furniture, &c., Pasteboard.	Class A.	Class C.	—	—	5
						Wood (Certain kinds.)	—	Special Tariff 2.	—	—	5
						Wood (Certain kinds.)	—	Class C.	"Ausnahme" Tariff I.	—	5
						Wood (Certain kinds.)	—	Class C.	"Ausnahme" Tariff I.	—	5

The "Ausnahme" tariffs on the Südbahn are :—

I.—Royal Austrian and Hungarian States telegraph apparatus, etc.

II.—Government mail vans.

III.—1. Goods, the freight on which is to be calculated in accordance with the bases for Classes I. and II. (also bulky goods), excluding corpses, live animals, and other goods subject to special calculation of freight.

2. Goods which as per tariffs on payment of freight for 10,000 kg. per way-bill and per wagon, are included in Class "A."

IV.—The following goods in consignments of 5,000 kg. :—Leaf tobacco, pipe tobacco, and cut tobacco if forwarded for the account of the K.K. Austrian-Hungarian Government.

V.—Cattle, swine, sheep, and goats in full wagon loads.

VI.—Beer, wines, spirits, etc., in any quantity for export from Austria-Hungary.

VII.—(*a.*) Fruit fresh and dried, also plum jam for export from Austria-Hungary on payment of freight for a minimum of 10,000 kg. per 4-wheeled wagon used.

(*b.*) Sugar, raw and refined, packed for export from Austria-Hungary, also for consumption in Trieste, Fiume, and the coast, in any quantity.

VIII.—(*a.*) Grain and husk fruits, also potatoes for distances of 60 km. and upwards, on payment of freight for a minimum of 5,000 kg. per wagon and per way-bill.

(*b.*) Milling products from grain for distances of 100 km. and upwards on payment of freight for a minimum of 5,000 kg. per wagon and per way-bill.

IX.— The following articles in wagon loads on payment of freight for a minimum of the loading weight of the wagon used :—Bark, fertilisers, and raw materials used in the manufacture of artificial manure, earth, pine and fir cones, wood, charcoal, chalk, cinders, cement and stones, tiles. Also the following articles on payment of freight for a minimum of 10,000 kg. per way-bill per wagon :—Certain kinds of wood including firewood, sawdust and rushes, rush mats, peat litter, and peat moss.

X.—Travelling shows, circuses, etc.

XI.—Returned empties, *i.e.*, used packing materials.

XII.—(*a.*) For building materials, etc., for the construction or extension of factories, mines, etc., and the lines serving them.

(*b.*) For building materials, etc., for the construction and extension of railways for the furtherance of agriculture and forestry.

(*c.*) For rolling stock intended exclusively for use on the railways mentioned under (*a*) and (*b*).

XIII.—For the following articles in consignments under 5,000 kg. :—Beer, lead, bullets, cider in casks, wine.

XIV.—Mineral water.

XV.—Wood in full wagon loads for Vienna.

XVI.—Ice.

XVII.—Boilers, iron and steel, iron and steel wares, pig iron of all descriptions, scrap iron and steel.

Hungary.

Turning to Hungary, on the "Kaschau-Oderberg" line, "Ausnahme" tariffs embrace a large quantity of articles, including, waste cotton thread, waste cotton materials, alcohol, cotton goods, barrels, coal of inferior quality, coke from coal of inferior quality, drain pipes, fertilisers, ice, iron and steel, potatoes, ore, new casks, yarns, live fowls, shrubs, grain and husk fruits, glass, bottles etc., wood, charcoal, hops, malt, mineral water and mineral water bottles, furniture, fruit trees, paper, plants, quartz, rice, etc.

An example of the "Ausnahme" tariff for paper, from which may be gauged the general principle, follows :—

Articles.	When handed in for conveyance in any quantity.	Rates applicable on payment of freight for a minimum of			Remarks.
		5,000 kg.	10,000 kg.	The loading weight of the wagon used.	
		Per wagon and way-bill.			
Paper, &c.—					
(*a.*) Of all descriptions, especially note paper, drawing paper, parchment, cigarette papers, toilet paper, also envelopes, &c.	On all the main lines of the K.K. priv. Kaschau Oderberg Railway. Bases of Class A.	Bases of Class A. less 10 per cent.	Bases of Class A. less 20 per cent.		The loading and unloading of half or full wagon loads must be performed by the interested parties at their own expense.
(*b.*) Paper for newspapers, also packing paper and paper used for packing sugar.					
(*c.*) Ruled and lined paper, also advice notes, confirmation notes, circulars, time tables, price lists, programmes, &c.					
(*d.*) School note books, exercise books, &c., paper of all descriptions for export from Austro-Hungarian territory, waste paper, pasteboard, &c.					

On the Hungarian State lines the classification applying to the "Ausnahme" tariffs is very complicated, there being no less than 182 articles for which "Ausnahme" tariffs exist, with 26 tariffs. The figures are given merely to show the deviations from the ordinary rate bases.

The principal "Ausnahme" tariff bases are :—

"Ausnahme" Tariff.	I.	II.	III.		IV.	V.		VI.	VII.	VIII.		IX.		X.			
			(a.)	(b.)		(a.)	(b.)		Horses, foals, &c.	(a.)	(b.)	(a.)	(b.)	(a.)	(b.)	(c.)	(d.)
For distances of	—	—	Lumped goods.		—	Salt as slow goods.		—		Cattle, swine, sheep.		Swine, sheep, &c.		Live Poultry.			
									As Slow Goods.								
	Per 100 kg.								Per square metre.		Per trom-mel.	Per square metre.	Per trom-mel.	Per square metre.			
Km.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.	H.
1–200	0·26	0·22	1·00	0·90	0·64	0·88	0·76	0·94	2·80	1·56	4·8	1·30	4·8	1·10	1·40	1·60	2·10
200–400 Per Km.	0·20	0·18	0·80	0·72	0·48	0·60	0·52	0·84	2·40	1·40	4·8	1·16	4·8	0·90	1·10	1·30	1·70
Over 400 Per Km.	0·14	0·12	0·80	0·72	0·32	0·60	0·52	0·84	2·40	1·40	4·8	1·16	4·8	0·60	0·80	0·90	1·20
Terminal Charges	6	6	16	16	12	12	12	12	20	20	20	20	20	40	40	40	40

The effect of an "Ausnahme" tariff on the cost of transport may be gauged somewhat from the following statement, which shows a comparison between some of the "Ausnahme" tariffs in Hungary and the ordinary rates :—

Article.	50 km.					100 km.					200 km.					300 km.					400 km.					600 km.					800 km.				
	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in rate.	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in rate.	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in rate.	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in rate.	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in rate.	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in rate.	Class.	Rate per 100 kg. in Heller.	"Ausnahme" Tariff.	Rate per 100 kg. in Heller.	Difference in Rate.
Paving stones and tiles... ...	Sp. T.3	18	II.*	16	2	Sp. T.3	31	II.*	27	4	Sp. T.3	57	II.*	49	8	Sp. T.3	77	II.*	67	10	Sp. T.3	97	II.*	85	12	Sp. T.3	125	II.*	109	16	Sp. T.3	153	II.*	133	20
Other kinds of stone	C.	22	I.*	18	4	C.	38	I.*	31	7	C.	70	I.*	57	13	C.	97	I.*	77	20	C.	123	I.*	97	25	C.	159	I.*	125	34	C.	195	I.*	153	42
Pit props in wagon lengths consigned to Hungarian Mines.	C.	22	I.	18	4	C.	38	I.	31	7	C.	70	I.	57	13	C.	97	I.	77	20	C.	123	I.	97	25	C.	159	I.	125	34	C.	195	I.	153	42
Firewood, up to a length of 1·2 M,	C.	22	I.	18	4	C.	38	I.	31	7	C.	70	I.	57	13	C.	97	I.	67	30	C.	123	II.	85	38	C.	159	I.	109	50	C.	195	II.	133	62
Clay—																																			
(*a.*) unpacked or in sacks in casks, barrels, boxes.	C.	22	II.*	16	6	C.	38	II.*	27	11	C.	70	II.*	49	21	C.	97	II.*	67	30	C.	123	II.*	85	38	C.	159	II.*	109	50	C.	195	II.*	133	62
(*b.*) for export from Hungary	B.	27	II.*	16	11	B.	48	II.*	27	21	B.	90	II.*	49	41	B.	124	II.*	67	57	B.	158	II.*	85	73	B.	199	II.*	109	90	B.	239	II.*	133	106
Fertilisers	Sp. T.3	18	II.*	16	2	Sp. T.3	31	II.*	27	4	Sp. T.3	57	II.*	49	8	Sp. T.3	77	II.*	67	10	Sp. T.3	97	II.*	85	12	Sp. T.3	125	II.*	109	16	Sp. T.3	153	II.*	133	20
Glassware from certain specified Hungarian Stations—																																			
(*a.*) Hollow glass ware as per classification, which, on payment of freight for a minimum of 10,000 kg. per wagon and way-bill are included in Class A.	A.	44	XXI. (B.)	27	17	A.	79	XXI. (B.)	48	31	A.	149	XXI. (B.)	90	59	A.	201	XXI. (B.)	124	77	A.	253	XXI. (B.)	158	95	A.	326	XXI. (B.)	199	127	A.	398	XXI. (B.)	239	159
(*b.*) Hollow glass ware, glass and glass carboys (new, empty), as per goods classification, which on payment of freight for a minimum of 10,000 kg. per wagon and way-bill are included in Class B.	B.	27	XXI. (C.)	22	5	B.	48	XXI. (C.)	38	10	B.	90	XXI. (C.)	70	20	B.	124	XXI. (C.)	97	27	B.	158	XXI. (C.)	123	35	B.	199	XXI. (C.)	159	40	B.	239	XXI. (C.)	195	44
Roofing tiles	C.	22	I.*	18	4	C.	38	I.*	31	7	C.	70	I.*	57	13	C.	97	I.*	77	20	C.	123	I.*	97	26	C.	159	I.*	125	34	C.	195	I.*	153	42
Earth	Sp. T.3	18	II.*	16	2	Sp. T.3	31	II.*	27	4	Sp. T.3	57	II.*	49	8	Sp. T.3	77	II.*	67	10	Sp. T.3	97	II.*	85	12	Sp. T.3	125	II.*	109	16	Sp. T.3	153	II.*	133	20
Wine	A.	44	XVII. (Sp. T. 1)	34	10	A.	79	XVII. (Sp. T. 1)	61	18	A.	149	XVII. (Sp. T. 1)	115	34	A.	201	XVII. (Sp. T. 1)	147	54	A.	253	XVII. (Sp. T. 1)	177	76	A.	326	XVII. (Sp. T. 1)	217	109	A.	398	XVII. (Sp. T. 1)	257	141

* Payment of freight at least for the loading weight of the wagon used. Sp.T.=Special Tariff.

"Lokal" Railways

The "Ausnahme" tariffs on "Lokal" railways are usually divided into three classes, as shown in the examples of the rate bases. The classification is :—

I.—For the following articles on payment of freight for a minimum of the loading weight of the wagon used :—Bark, plaster of Paris, hay and straw, wood pit props, calcined lime, potatoes, minerals, coals, mortar, stones, cement, chicory roots, sugar beet, etc., etc.

II.—For the undermentioned articles on payment of freight for a minimum of the loading weight for the wagon used :—Drain pipes, ice and snow, earth, beet for fodder, charcoal, briquettes, sawdust, quartz, slag, peat, water, tiles, etc., etc.

III.—1. For those goods on which the freight is calculated at the rates of Classes I. and II. and the bulky goods class, excluding live animals, and those articles for which special rates exist.

2. Those goods which are included in Class A on payment for 10,000 kg. per way-bill and wagon.

It will have been remarked that in the foregoing examples a difference is made in the wagon-load class between the 5 and 10-ton wagon load rates and the rate which exists for the "loading weight of the wagon used." This latter tariff is applicable to the larger wagons which are gradually becoming more the standard type for the Austro-Hungarian Railways, *i.e.*, of 12, 15-20 ton capacity.

The "Ausnahme" tariffs generally are scarcely analogous to those of Germany, as they are, so to speak, more a part of the general rate bases.

They are in the main directed towards :—

Competition between two or more railways with respect to tariff to or from the same district.

Competition with water and road traffic.

Competition for the purpose of securing traffic for a special port.

Competition of several districts of production for one specific district of consumption.

To counteract the disadvantages of geographical situation.

The assistance of the agricultural and general industry by the granting of a reduction from the normal rates with a view to the maintenance or securing of new markets, and thus ensuring a continuous and increasing supply of traffic.

Famines, etc.

"Ausnahme" tariffs may be formed (*a*) by the inclusion of an article in another and lower class than that of the general classification, *i.e.*, declassification, (*b*) by a reduction of the rates applying to such articles by virtue of the general goods classification, or (*c*) by a reduction of the rates applying to the article in question in virtue of the declassification.

Procedure for Alteration of Rate.

If special rates are required or alterations necessary to meet abnormal traffics or peculiar circumstances the matter is dealt with through the State or private Railway administration or administrations involved, who decide (in the case of the Private lines, with the assent of the Ministry, if such assent is legally required) without that consultation with the Advisory Council which obtains in Germany. If affecting railways generally the question may be discussed at the Tariff meetings of the combined lines which are held periodically, especially if there is to be an alteration in classification. An idea of the work of these Tariff Committees can be formed from the extract from the minutes of the Committee of the Austrian, Hungarian, and Bosnian and Herzegovinian Railways held in May last :—

1. Proposed issue of a uniform list of tariffs in force. Referred to the standing Sub-Committee of the Committee consisting of the Austrian State, Hungarian State, Southern Railway, Kaschau-Oderberg Railway, and Austro-Hungarian State Railway for an expression of opinion.

2. Application of the Graz Chamber of Commerce and Industry to the Ministry of Railways to apply the reduced rates for commercial travellers' cases to sample cycles in crates.

Decided that application be not complied with.

3. Decision as to whether "laurel" trees belong to the category of "modified fast goods."

Decided that such trees do belong to this category.

4. Decision as to whether "pressed beer hops" are to be classified as "pressed hops."

Decided to alter the nomenclature in order better to define the article in question.

5. Suggested alteration of the tariff regulations in reference to the calculation of freight for specified goods or the loading weight of the wagons supplied.

Decided to await the issue of the "Working Regulations" before moving in the matter.

6. Suggested application of the "exhibition" Tariff in the event of animals for exhibition being conveyed per fast train.

Decided that such animals be not conveyed on the return journey free of cost.

7. Suggested declassification of the article "Kaolin" when packed in cask.

Decided that no declassification be made, but that special facilities be granted under certain conditions.

8. Application for "oilcake" and "oilcake-meal" to be transferred from Special Tariff 1 to Class C.

Decided, after a vote was taken, to agree to the suggested declassification.

9. Application by the Union of Austrian Merchants for the declassification of certain articles of the cement industry.

Decided that application be not complied with.

10. Suggestion that straw-chopping machines be loaded and unloaded by the interested parties instead of by the Railway as at present.

Referred to the Committee for report.

11. Alteration of the classification of certain descriptions of vegetables.

On the recommendation of the Committee, certain alterations were adopted.

Publication.

No rate can be applied to one particular person, but must be for the trade or district, and all alterations must be published.

The general rules as to publication of rates stipulate :—

With regard to local traffic and to traffic with Bosnia and Herzegovina, Hungary and foreign countries publication is required of :—

1. New rates.
2. Alterations in the rates.
3. Through rates.
4. Abolition of existing rates.

By "alterations in the rates" are more especially meant :—

(*a*) Alterations and amplifications of existing rates, inclusive of charges for private sidings, when the latter are included in the rate or are printed next to the rate.

(*b*) The adoption of the rates of competing routes.

(*c*) Corrections of rates which (especially when they were raised) were incorrect owing to to a printer's mistake or due to an error in calculation,

The adoption of a lower terminal charge than that originally decided upon, if agreed upon among the Railway companies, and receiving the approval of the supervisory authorities, need not be specially published.

Publication shall be effected :—

(*a*) By the issue of addenda to the Tariff books.

(*b*) By a fresh issue of rate books when the quantity of addenda is voluminous.

(*c*) By notices when the matter is of too little importance to justify the issue of addenda or when the matter is so urgent that it would be inexpedient to await the publication of the next addendum.

This latter principle shall apply for instance :—

For the introduction, abolition, alteration or rectification of single tariffs.

For the introduction or abolition of special rates when the rates of competitive routes have been adopted.

Such alterations to the tariffs are to be set forth in the next addenda with the date of their introduction.

It must be announced in the tariffs that any alterations will be published in the Official Railway and Shipping Gazette.

By abolition of existing tariffs is meant :—

(*a*) Replacement of same by a new tariff.

(*b*) Complete abolition without any replacement.

The partial abolition of a tariff is an alteration of a tariff.

It is unnecessary to publish addenda for the sole purpose of making the abolition of a tariff known.

Publication in newspapers is obligatory: —

(*a*) In respect of local traffic of the respective administrations.

(*b*) In respect of other purely Austrian traffic.

The Official Railway and Shipping Gazette must be used for the purpose.

As a general rule 14 days must elapse after publication before any measure is put into force.

Alterations in the rates which would tend to increase them will only be put in force six weeks after their publication in the Official Gazette unless these alterations be merely in the nature of corrections.

Rebates.

"Ausnahme" tariffs are, generally speaking, designed to meet set circumstances.

The requirements of unforeseen or urgent developments cannot be dealt with by their agency; the procedure is too long, and too many channels require to be traversed, so there is yet another branch of tariffs, which might also be called in a manner "Experimental Tariffs," known by the title "Refaktien" or rebates.

This system as a rule is applied to guarantees of minimum quantities within specified periods. The rebate is given in one of two ways, either in the form of a reduced rate or a refund of a certain amount based on a reduced rate only payable when the traffic has passed.

A decree of the Austrian Minister of November 20th, 1895, is the guiding regulation.

This decree deals with all rebates representing monetary value which are granted off rates and subsidiary charges published in the existing Local and Through Tariffs.

These rebates are to be considered as such, not only when an actual diminution in the rates or subsidiary charges occurs, but also when the interested parties are relieved of any obligation devolving on them, and such obligation is assumed by the Railway.

Rebates may be granted for certain defined articles or classes of goods, or, without any special definition, for goods of every description ("Lumped goods"); these rebates to be granted either on certain lines and for certain specified stations, or else for the whole net of the Railway Administration concerned.

The minimum quantity shall not be lowered after it has been settled, nor must the sphere of the rebate be enlarged by the admission of new articles or new traffic conditions.

A rebate expires :—

(*a*) When the period for which it was granted is ended.
(*b*) By cancellation.
(*c*) When in the meantime equal or lower rates have been established either in the ordinary way or by way of rebate, or if the Tariff regulations are changed to such an extent that the rebate is thereby rendered useless.

All such rebates have to be published in the Official Gazette, and must receive the assent of the Minister before publication, but rebates are only subject to the control of the Supervisory Authorities in so far as a rebate must not be dependent on such conditions, the maintaining of which would be tantamount to a personal favour. This applies more especially to the rebates granted for the forwarding of a minimum quantity.

Rebates take effect three days after publication, are only for a limited period (mostly up to the end of the calendar year), and (with the exception of those rebates granted in consideration of the forwarding of a minimum quantity) can be cancelled at any time within 14 days, without the sanction of the Supervisory Authorities, in so far as they have been published "until further notice."

The principle adopted will be seen from the sample page of the Official Gazette.

Tariff Rebates for Goods Traffic.

(*Published in accordance with the Decree of the Ministry of Commerce of November 20th*, 1895.)

2 per cent. will be deducted from the amount of the rebate on each consignment for the purpose of defraying the cost of publication, &c., the total of such deduction not to exceed 50 Kr. per account. When several accounts are presented together the total amount charged shall not exceed 50 Kr.

1	2	3	4	5	6	7	8	9	10	11	12	—
Consecutive No.	Published by	The Rebate is given					Tariff with regard to which Rebate is given		Granted Rate.	Manner of Application	Designation of the documents to be shown for settlement of accounts and date of submission	Special Remarks.
		For Article	From	To	Subject to following conditions	And is available	Designation	Price per 100 kg.	Per 100 kg.			
Verordnungs Blatt Nr. 115.	Austrian Nordwestbahn and Süd Norddeutschen Verbindungsbahn.	Building Materials.	All Stations of the Austrian Nordwestbahn and Süd Norddeutschen Verbindungsbahn.	Reichenberg.	Must be delivered as slow goods. Payment for freight for the real weight but not for less than 5,000 Kg., according to the general regulations.	From January 1st, 1909, till further notice, but not later than 31st December, 1909.	Local tariff of the Austrian Nordwestbahn and Süd Norddeutschen Verbindungsbahn.	—	50 per cent. of the existing rates of the Local Tariff of the Austrian Nordwestbahn and the Süd Norddeutschen Verbindungsbahn with the reservation that the minimum charge shall be 8 heller per 100 kg.	By way of refund.	Original waybill, the consignee being the Chamber of Commerce in Reichenberg, to be submitted at the latest on February 28th, 1910.	The articles must be destined for the building of the New School of Spinning and Weaving in Reichenberg.

In another form the difference between the ordinary rates and the "Refaktien" rates may be thus shown :—

Article.	Distance.	Ordinary Rates.	Refaktien Rates.
		Per 100 kg. in Heller.	
	Km.		
Sugar oversea *via* Fiume	555	271	110
	760	322	152
	834	361	166
Flour oversea *via* Fiume	555	191	106
	615	182	100
	939	279	199
Iron to Oriental countries	370	144	82
	473	171	104
	557	187	121

Experimental Rates.

As has been remarked, these rebates may also be considered in the light of "experimental" rates, if we apply to the words "experimental rates" the meaning of assistance for the development of trade and industry ; with this definition it can be said that experimental rates are a necessary part of the tariff system of Austria and Hungary. Not only by means of rebates but even in a permanent "Ausnahme" tariff do we find a most important example, viz. : "Ausnahme" tariff VI. on the Austrian State lines, (a tariff which is common to other lines). This tariff grants for building materials and equipment for new factories, mines, &c., railway construction, a 50 per cent reduction on the ordinary rates.

Export Rates.

The Export rates in Austria and Hungary are all granted in the form of "Ausnahme" Tariffs or "Refaktien."

Designed to further the developments of the export trade of the country, they may occur in several ways. Very often it is by means of declassification, thus :—

Margarine—	
General	Class II.
Export	„ A
Paper (such as packing and printing paper)—	
General	Class A
Export	„ B
Refined Sugar—	
General	Class II.
Export	„ A

In certain cases the export facilities consist in a modification of the packing regulations. For instance, hollow glass ware of all descriptions for export unpacked and in loose paper packing in consignments of ten tons is entered in Class B, while the same goods for inland traffic, even when securely packed, must pay the rates not of Class B but of a higher class.

It would seem that especially in Hungary export rates are not difficult to obtain provided the trade of the Country will be assisted thereby.

It must be remembered, however, that export rates are not only rates applying to the transport of goods by sea. Austria and Hungary are in keen competition for many of their products with other countries in Europe, and to overcome the disadvantage of distance it is necessary for them to make their rail rates for such articles in the knowledge that beyond their frontier they can not expect any advantage in rail freights on the lines of the country with whose products they wish to compete. Even between Austria and Hungary themselves export rates are given to the frontier of each country (for articles whose production is common to both) which are not continued into the territory of the other ; beyond the frontier the ordinary local rates have to be paid.

It may be convenient to mention here, as illustrating the deviations from the so to speak fixed tariffs that the Official Gazette, in which, as has been previously explained, alterations in rates require to be published, appears three times per week, and always contains notifications of several special rates.

Import Rates.

With import rates it is different, special import rates are few indeed, the ordinary tariff rates for internal transit applying. In Hungary this practice is rigidly enforced and facilities are not given to induce competition with home produce. In Austria it is even suggested that the low rates for internal transport should not apply to imports except such as the country stands in need of.

Cartage Charges.

The Railways not performing any collection and delivery, Spediteurs exist in Austria and Hungary in the same way as in Germany, but in Austria there is probably a greater development of the system of official Spediteurs than obtains in the former country. In the larger towns for many goods, unless instructions be given to the contrary, goods are delivered by the official Spediteurs on payment of their charges on delivery; such charges vary in the different towns, in Vienna being :— Spediteurs.

From the North Station.	Fast Goods.			Slow Goods.		
	Up to 25 Kg. inclusive.	Over 25 and up to 50 Kg. inclusive.	Over 50 Kg. for each further commenced 10 Kg.	Up to 50 Kg. inclusive.	Over 50 and up to 100 Kg. inclusive.	Over 100 Kg. for each additional commenced 100 Kg.
	Per consignment.					
	H.	H.	H.	H.	H.	H.
To the I. II. and III. Municipal Districts, Post Office Districts 1 and 3 of the XXth Municipal District and to the North West Station.	40	55	10	40	50	35
To the Municipal Districts IV.–X., Post Office District 2 of the XXth Municipal District, and to the Franz Joseph, West, and State Railway, also the Southern and Aspang Railway Stations.	50	65	12	50	60	45
To the Vienna-Matzleinsdorf Station, and Municipal Districts XI.–XIX. (excluding Post Office Districts XI./2, XII./3 and 4, XIII./4–10, XVIII./3 and 4, XIX./3–5, &c.).	70	85	16	70	80	55

In Teschen they are :—

From the North Railway Station.	Fast Goods.			Slow Goods.		
	Up to 25 Kg. inclusive.	Up to 50 Kg. inclusive.	Above 50 Kg. for each additional commenced 10 Kg.	Up to 50 Kg. inclusive	Up to 100 Kg. inclusive.	Above 100 Kg. for each additional commenced 50 Kg.
	Per consignment.					
	H.	H.	H.	H.	H.	H.
To the district of Sachsenberg and Steinplatz for all streets and squares situated on the left bank of the Olsa, including Brandeis.	8	12	2	8	12	6
To the inner town, *i.e.*, for all streets and squares situated on the right bank of the Olsa up to the Lutheran Church, and including Bohreker Street.	12	16	4	12	20	10
To all other quarters of the town ...	16	20	6	18	30	14

Apart from any question of acting as Cartage Agents, Spediteurs are most intimately connected with the rail transportation of both Austria and Hungary. The calculation of freight transport, considering the varying rate bases and also the large number of subsidiary charges, is a matter presenting a considerable amount of difficulty, even to the constant customer, so it will be understood that a specialist such as the Spediteur is largely in request. A very large percentage of the traffic passes through their hands, and every inducement

is given them by the rail authorities. The principle of "lumping" is permitted and encouraged, a special "Ausnahme" tariff setting forth rates for "lumped" consignments ordinarily, if sent separately, charged at the rates of classes I. and II., viz. :—

"Ausnahme" Tariff for the conveyance as slow goods of—

1. Those goods freight on which is calculated at the rates of classes I. and II., and the bulky goods class, also for certain kinds of salt, but excluding corpses, live animals, and certain articles for which special rates exist.

2. Those goods which are included in class A on payment of freight on 10,000 kg. per waybill and per wagon.

For the goods mentioned in Clause 1 the rates of (*a*) and (*b*) apply respectively :

For the goods mentioned in Clause 2 the rates of (*c*) apply :—

Unit Rates.	*a.*	*b.*	*c.*
	On payment of freight for a minimum of		
	5,000	10,000	10,000
	kilogrammes per wagon.		
	Price per 100 kg. and 1 km.		
	H.	H.	H.
From 1 to 50 km....	1·00	0·94	0·70
„ 51 to 150 „	0·96	0·90	0·64
„ 151 to 300 „	0·92	0·86	0·56
Over 300 km.	0·60	0·54	0·38
Terminal Charge	8 Heller per 100 kg.		

In certain parts of the country the Spediteur runs perhaps twice a week a van, which leaves say Budapest with a full load, and distributes consignments in bulk to the Agents of the Spediteur in certain towns, who in turn divide out the consignments to the various consignees in their district. This, of course, is the subject of a special arrangement alike to the advantage of the trader and railway. The trader gets the advantage of the lower quantity rate, and the railway is relieved of the labour of dealing with "piece goods."

Supplementary Charges.

While the actual bases of the rates both in Austria and Hungary are certainly low, as explained, they do not represent the actual cost of transport. The subsidiary charges have to be taken into account, and these both complicate the calculation, and make a not insignificant addition to the rail charges. They are numerous and are given in detail :—

Prices for forms and charges for stamping forms :

In Austria—

Fast and slow goods way-bills for inland traffic and traffic with Hungary and Bosnia and Herzegovina, etc.

	Kr.	H.
Charges per form (with 2 heller stamp)—		
For 1 form	0	3
For 100 forms	2	92
Charges per form (with 10 heller stamp)—		
For 1 form	0	11
For 100 forms	10	92

Fast and slow goods way-bills for international rail traffic with duplicates.

Charges per form (with 2 heller stamp)—		
For 1 form	0	6
For 100 forms	5	80
Charges per form (with 10 heller stamp)—		
For 1 form	0	22
For 100 forms	21	80

In Hungary—

Fast and slow goods way-bills for inland traffic, also with Austria, Bosnia and Herzegovina.

Way-bills with 2 heller stamp.		
Fast goods way-bills—		
Per single form	0	4
„ 100 forms	3	36
„ 1,000 „	33	60
Slow goods way-bills—		
Per single form	0	3
„ 100 forms	2	97
„ 1,000 „	29	70

	Kr. H.
Way-bills with 10 heller stamp.	
Fast goods way-bills—	
Per single form	0 12
„ 100 „	11 36
„ 1,000 „	113 60
Slow goods way-bills—	
Per single form	0 11
„ 100 „	10 97
„ 1,000 „	109 70
Fast and slow goods way-bills for international rail traffic with duplicates :—	
Fast and slow goods way-bills (with 2 heller stamp) with way-bill duplicates (with 10 heller stamp)—	
Per single form	0 15
„ 100 „	14 40
„ 1,000 „	144 00
Fast and slow goods way-bills (with 10 heller stamp) with way-bill duplicates (with 10 heller stamp)—	
Per single form	0 23
„ 100 „	22 40
„ 1,000 „	224 00
Austria and Hungary—	
Sale price of forms for Receipt Books :—	
Receipt book in book form—	
Per one copy of 50 pages	2 00
Receipt book with loose pages—	
Per page...	0 4
Sale price of forms for declarations, instructions, &c.—	
Form E, F, or G—	
Per single form	0 2
„ 100 forms	1 0
Form H, per single form	0 10
Forms for declaration as specified in the supplementary regulations II., III., and IV. of paragraph 68, of the Traffic Regulations, per single form	0 10
For stamping way-bill forms and their duplicates not printed for account of the Railways :—	
1. For inland way-bill forms, per 100	0 20
2. For inland way-bill duplicate forms in Hungary, per 100	0 20
3. For international way-bill forms (including duplicates), per 100	0 40
For filling up a receipt form, also for making out a way-bill duplicate, per single form	0 10
For the notification of the receipt of goods in the receipt book, per way-bill	0 10
For issuing an intimation to the effect that a receipt form, or a way-bill duplicate has not been made out, per single form	0 20
For issuing a certificate to the effect that goods have been handed in for transport	0 20 pf.
The " Ararische " inland revenue stamp of 1 Kr. per certificate must be provided by the consignor.	

Loading and Unloading Charges and Regulations.

I.—*Unloading of goods from carts to goods stages and vice versâ.*

A.—Fast Goods.

Fast goods of all descriptions are as a rule to be unloaded from dray by the consignor and loaded by the consignee.

If at the request of the consignor or consignee the unloading or loading as the case may be is undertaken as a special case by the Railway and carried out either wholly or partially by the latter with the voluntary assistance of the consignor or consignee as the case may be, the same dues will be charged as apply to slow goods.

The regulations contained in clause *e* of section B also apply to the loading and unloading of fast goods to and from the drays.

B.—Slow Goods.

(*a.*) At those stations, for which in the tariffs of the respective Railways, no special regulations as regards loading and unloading are laid down, the loading and unloading of consignments of all descriptions of less than 5,000 kg. in weight in so far as freight is not paid for 5,000 kg. per way-bill per wagon, must be performed by the Railway, and the consignor or the consignee as the case may be must undertake the unloading and loading respectively of all consignments, weighing at least 5,000 kg. or on which a freight for this minimum weight has been paid per way-bill per wagon.

(*b.*) *Exceptions—*

1. Goods which in accordance with the tariffs and the Bye-laws are to be loaded into, or unloaded from, railway wagons by the consignor or consignee, as the case may be, and also to be loaded or unloaded on and from the drays by them.

2. Consignments which contain articles, weighing separately more than 750 kg. (excluding filled casks with circular staves) or more than 7 metres long, must be unloaded from the carts by the consignor, and loaded into the carts by the consignee.

3. The following goods, no matter what the tonnage be, must always be unloaded and loaded by the consignor or consignee as the case may be, viz., ashes, building stones, firewood, fertilisers, earth, ore, tanning materials, hay, chalk, potatoes, coal, planks, oil cakes, paving stones, beet, sliced beet, sand, shingle, straw, clay, cement and tiles.

4. The regulations and charges specified for the loading and unloading of goods on and from carts, do not apply to grain and husk fruits, milling products, malt, oilseeds, if such be consigned in quantities weighing at least 5,000 kg. per way-bill, and if freight as for this tonnage is paid per way-bill.

5. In this instance the detailed regulations and charges contained in the goods tariffs of the various Railways are applicable.

(*c.*) 1. As regards those goods which according to the foregoing regulations are to be unloaded or loaded by the Railway, the loading or unloading fees, as the case may be, will be charged even should the operations be undertaken by the consignee or consignor with the consent of the Railway and carried out by him either wholly or partially.

2. As regards those goods which in accordance with the foregoing regulations are to be unloaded or loaded by the consignor or consignee as the case may be, and which at the request of the consignee or consignor are unloaded or loaded by the Railway, either entirely or partially with the voluntary assistance of the consignee or consignor, the respective loading and unloading fees will be charged in all cases.

(*d.*) The unloading and loading fees are as follows :—

1. Consignments mentioned in sub-section (*b*), clause 2, if articles are contained therein weighing :—

	Kr.	H.
Up to 1,000 kg. each inclusive for each 100 kg. of the entire consignment ...	0	6
„ 2,000 „ „ „ „ „ ...	0	8
Above 2,000 „ „ „ „ „ ...	0	10
2. For all other consignments per 100 kg.	0	2
Minimum per consignment	0	5

(*e.*) If the unloading or loading of goods devolving upon the consignor or the consignee as the case may be is undertaken by the Railway at the request of the party concerned, then the workmen who are so employed are not considered employees of the Railway, but as agents of the consignor or consignee respectively, so that the liability attaching to the Railway by virtue of the Traffic Regulations is void.

II.—*Loading or unloading of Goods out of or into Trucks.*

Should the loading or unloading of goods which devolves upon the consignor or consignee* be undertaken by the Railway at the request of the party concerned, then for doing so the following fees will be charged : –

	Kr.	H.
1. For loading full barrels if a portion of the barrels weigh at least 200 kg. each, for each 100 kg. of the whole consignment	0	3
2. For unloading full barrels if a portion of the barrels have a minimum weight of at least 200 kg. each, for each 100 kg. of the whole consignment	0	3
3. For loading or unloading consignments containing articles weighing separately more than 750 kg. (excluding full barrels with circular staves), or exceeding 7 m. in length, should such consignments contain articles weighing :—		
Up to 1,000 kg., including each, for each 100 kg. of the entire consignment	0	6
„ 2,000 „ „ „ „ „	0	8
Above 2,000 „ „ „ „ „	0	10
4. For each 100 kg. of all other consignments	0	2
Minimum per consignment	0	5

III.—*Transfer Fees (direct loading or unloading).*

(*a.*) If consignments, the loading or unloading of which into, or out of, railway wagons devolves upon the consignor or the consignee, respectively, are at the request of the party concerned loaded direct by the Railway employees from the drays to the railway wagon or *vice versâ*, then the following charges will be levied :—

	Kr.	H.
1. For loading full barrels direct from the lorry to the truck, if a portion of the barrels have a minimum weight of 200 kg. each, for each 100 kg. of the entire consignment	0	5
2. For the transfer from wagon to dray of full barrels, if a portion of the barrels have a minimum weight of 200 kg. each, for each 100 kg. of the entire consignment	0	5
3. For the transfer of consignments containing articles weighing separately more than 750 kg. each (exclusive of full barrels with circular staves), or more than 7 metres in length, should such consignments contain articles weighing :—		
Up to 1,000 kg. including each, for each 100 kg. of the entire consignment	0	8
„ 2,000 „ „ „ „ „ ...	0	10
Over 2,000 „ „ „ „ „ ...	0	12
4. For each 100 kg. of all other consignments	0	3
Minimum per consignment	0	5

(*b.*) In calculating the transfer charge, the fees for loading and unloading from cart and from wagon will not be levied.

(*c.*) If the transfer of goods devolving upon the consignor or consignee as the case may be is undertaken by the Railway at the request of the interested party, then the railway workmen

* As a general rule these goods may be taken as being those which are consigned in wagon-loads, or paid for as such.

thus employed will not be considered as employees of the Railway, but as agents of the consignor or consignee respectively, so that the liability attaching to the Railway by virtue of the Traffic Regulations is excluded.

IV.—*Cranage.*

(*a.*) When a crane is loaned for the purposes of the following operations :—
The loading or unloading of goods on or from lorries.
The loading or unloading of goods on or from wagons.
The direct loading of goods from lorries into railway trucks, or *vice versâ*.

	Kr.	H.
1. For each time a transportable station crane, with a maximum lifting power of 7½ tons, or a stationary crane, is used, there will be charged, for each 100 kg. of the weight lifted	0	4
2. If, at the request of the interested party, it is necessary to bring a crane with a maximum lifting capacity of 7½ tons from another station, then in addition to the prescribed cranage dues as above, a further charge will be made for the conveyance of the crane, such charge to be paid at the time when the crane is ordered, of	20	0
If, however, the transportable crane is not placed at the disposal of the Railway within 24 hours of request, then for each following day, or portion of a day, a further charge will be made of	5	0

(*b.*) For the user, or conveyance of a transportable crane with a lifting capacity of more than 7·5 tons, the charges shewn in 1 and 2 will be levied only in case no other regulations are contained in the tariffs.

(*c.*) The Railway is empowered to take the cranes away from the interested party at any time, should working considerations render this desirable, or should there be protracted user.

Weighing Charges.

Weigh money is charged :—

1. When the consignor has omitted to state the weight of goods for which no normal weight is laid down in the tariffs, or on which freight is not calculated in accordance with the number of packages.
2. When the consignor requests the railway to ascertain the weights.
3. When the consignor has shewn the weight of those goods, the weighing of which is incumbent upon the railway without a request being necessary, more than 1 per cent. too high or too low, and in the case of other goods, more than 5 per cent. too high.
4. When the consignor requests the re-weighing of goods which have already been once weighed by the railway.
5. When, on the delivery of goods, the consignee demands their re-weighing, and such re-weighing shows no reduction of weight, or only such reduction as has already been acknowledged by the railway or for which the latter is not liable.

The weighing fees are :—

	Kr.	H.
1. For fast goods—		
Per each 100 kg.	0	4
Minimum per consignment	0	10
2. For slow goods in so far as weighing takes place on a warehouse or yard weighbridge—		
(*a.*) For consignments weighing less than—		
5,000 kg., per each 100 kg.	0	4
Minimum per consignment	0	5
If, however, more than 2,500 kg. are weighed at once a maximum for each weighing will be levied of	1	0
(*b.*) For consignments weighing 5,000 kg. and upwards provided that the weighing is done in one operation or in continuous succession, for each 100 kg.	0	2

(*c.*) In order to take advantage of this reduced fee when different lots of goods forming one consignment are weighed in continuous succession, all the lots forming part of the consignment must be weighed within 24 hours. If in the case of consignments of 5,000 kg. and upwards, lots of less than 5,000 kg. are weighed in broken sequence in consequence of successive delivery or collection of the goods, then the conditions set forth in (*a.*) are applicable.

3. For slow goods if weighed on a wagon weighbridge, per wagon	1	20
If, at the request of the consignor or consignee as the case may be the empty wagon be weighed to check its weight, then in addition a fee will be charged per wagon of...	0	60

Counting Fees.

If, at the request of the consignor or consignee the number of packages in a wagon load is checked by the railway, then for each commenced 10 packages, a charge is made of	0	10
Minimum charge per truck	1	0
Maximum charge „	4	0

The above fees will also be charged if at the request of the consignor, the number of packages having already been ascertained by the railway, a recount has to be made.

The time required for checking by the railway at the request of the consignor or consignee as the case may be will not be counted in the time allowed for loading or unloading wagon-load goods unless the interested party having requested that the goods be counted in his presence, has delayed same by failing to put in an appearance at the proper time.

Warehousing Charges.

In the case of goods the loading of which devolves upon the consignor he must specify the day on which he requires wagons, and the delivery and loading must be completed within a period to be fixed by the railway. This period is to be announced by exhibition of notices at the goods stations and also by publication in a local paper.

If the loading is not completed within this period charge will be made as follows :—

Fast Goods.

	Kr.	H.
1. Matches, fire extinguishers, pyroxylic spirit, charcoal, wool, hair, artificial wool, cotton, silk, flax, hemp, jute, calcium carbide, &c., mineral oils of all descriptions, and liquids distilled therefrom—		
Per each 100 kg. and each day	0	30
2. For other fast goods per 100 kg. and each day	0	6

Slow Goods.

1. For all goods which the Railway is entitled to convey in open wagons, with the exception of those mentioned in (3), per 100 kg. and each day	0	0·4
Minimum per consignment	0	5
2. For wool, hair, artificial wool, cotton, silk, flax, hemp, jute in a raw state, &c., tallow, rope wares, driving belts, &c., &c., mineral oils of all descriptions and liquids distilled therefrom—		
Per 100 kg. and each day	0	20
3. For all other goods per 100 kg. and each day	0	3
Minimum per consignment	0	5

In the case of arrival of goods the unloading of which devolves upon the railway, the period of free storage amounts to—

	hours.
A. For fast goods—	
1. For gold and silver in bars, platinum, bullion, specie, papers, documents, precious stones, real pearls, jewellery, "objets d'art," &c.	3
2. For wool, hair, artificial wool, cotton, silk, flax, hemp, jute, chemicals, &c., &c., mineral oils of all descriptions, and liquids distilled therefrom...	24
3. For all other fast goods	48
B. For slow goods—	
1. For hay and straw, certain explosive articles in so far as their storage is permissible under the regulations, wool, hair, artificial wool, cotton, silk, flax, hemp, jute, chemicals, &c., &c., mineral oils of all descriptions and liquids distilled therefrom	24
2. For all other slow goods	4 days

When goods are not warehoused by the Railway, or if there is no request from the consignee that notice of arrival shall not be sent him, then the free storage time begins—

In the case of the specified goods mentioned above—

1. When notice is sent by post or by telegraph, at the time of the despatch of such notice.

2. When notice is sent by hand, at the time of the delivery of such notice, or at the time when delivery was genuinely attempted.

In the case of other goods (B. 2) the free storage period begins on the day as fixed by the date of the advice notes, which consequently, unless a Sunday or holiday, counts as the first day of the free storage periods.

In the case of goods stored by the Railway, or for which the consignee has requested that no written notice of arrival be sent to him, the free storage period commences at the time of arrival of the goods.

3. If Sundays or holidays occur in the free storage period, in the case of goods mentioned above, then the periods in question except for those articles in (A. 1) (bullion, &c.), are increased by those days.

4. After expiry of the free storage period, the following amounts will be charged :—

A.—*Fast Goods.*

For gold and silver bars, platinum, bullion, specie, precious metals, valuables, jewellery, documents, &c., &c.—	Kr.	H.
For each 100 kg. and each hour	0	80
For certain other articles, matches, fire extinguishers, charcoal, wool, &c.—		
For each 100 kg. and one day	0	30
For mineral oils of all descriptions and liquids distilled therefrom—		
For each 100 kg. and one day	0	30
For other fast goods—		
For each 100 kg. and one day	0	6

B.—*Slow Goods.*

For all goods which the Railway are entitled to convey in open wagons, with certain exceptions—		
For each 100 kg. and one day	0	0·4
Minimum per consignment	0	5
For certain articles such as powder, explosives, nitro-glycerine—		
For each 100 kg. and one day	0	60

	Kr.	H.
For wool, hair, artificial wool, cotton, silk, flax, hemp, jute, chemicals, &c., &c. mineral oils of all descriptions and liquids distilled therefrom—		
Per 100 kg. and per day	0	20
For all other slow goods—		
Per 100 kg. and per day	0	3
Minimum per consignment	0	5

In so far as nothing to the contrary is laid down by special regulations the same storage charges as mentioned in section 4 (A and B) will be charged, without a free storage being granted if the goods unloaded by the consignee are warehoused or if the Railway unloads the goods to be unloaded by the consignee after the expiry of the unloading period in accordance with the "Betriebs Reglement."

C. The charge for storing goods until their forwarding is possible is—

Per each 100 kg. and per day	0	0·4
Minimum fee per consignment	0	5

D. Goods, which owing to interruption of the working of the line, have to be stored at the destination station, or at some station en route—

Per each 100 kg. and per day	0	0·4
Minimum per consignment	0	5

E. For goods which are detained and stored at the telegraphic request of the consignor, the fees mentioned in section B, paragraph 4, will be charged.

F. For goods which are detained and stored at a station or delayed by the Customs, owing to the lack, incorrectness, or insufficiency of the papers accompanying the consignment, the charges mentioned in paragraph 4 will be levied.

G. For those portions of a consignment which, in consequence of the loading capacity of a wagon being exceeded, are left behind at some station en route, the following charges will be made :—

	Kr.	H.
In the case of goods which the Railway is entitled to convey in open wagons—		
Per each 100 kg. per day	0	0·4
For all other goods—		
Per each 100 kg. per day	0	3
Minimum per consignment	0	5

H. In addition to the storage charges as prescribed in previous sections the following additional fees will also be charged to cover costs of Fire Insurance, &c. :—

For goods on which a storage charge of 4h. is levied per 100 kg. per day a supplement of 10 per cent. will be charged.

For all other goods (fast and slow) a supplement of 20 per cent. will be levied in both cases, the minimum charge per consignment is 5h.

A special regulation provides that four days free wharfage is allowed for firewood, coke, and coal in wagon loads, which are to be unloaded by the consignee.

In calculating the free wharfage period in connection with the above-mentioned articles Sundays and holidays are counted as weekdays.

This, however, is not common to all lines, for instance, on the Kaschau-Oderberg system the regulation reads :—

For consignments of firewood and pig iron a free wharfage period of eight days is granted, the day on which notice of arrival is sent being counted as the first day.

If Sundays or holidays occur during such free wharfage then the free period will be extended by the number of such days.

Demurrage.

Wagon demurrage is levied :—

(*a*) In the case of goods to be loaded by the consignor, if the loading and handing over to the Railway is not completed within the prescribed period as laid down in the Traffic Regulations.

(*b*) In the case of goods to be unloaded by the consignee if they are not unloaded within a period of 24 hours, or if for traffic purposes shorter periods are fixed, within such shorter periods.

(*c*) If, in the case of a wagon being loaded beyond its carrying capacity it is necessary to load the goods into another wagon, or to unload a portion of the excess weight, then demurrage will be charged from the time the wagon was stopped at a station for this purpose until it commences its journey again.

The charges are as follows :—	Kr.	H.
In the case of (*c*) per wagon per day	3	60
In all other cases per wagon per hour	0	40

Demurrage is not charged if the security deposited when ordering wagons becomes forfeit to the Railway in consequence of the wagons not being loaded at all.

The regulations applying to the removal of goods are as follows :—

1. Goods unloaded by the Railway in accordance with the Regulations or by virtue of the tariffs or special agreements must be removed during prescribed business hours and within the period defined by the tariffs, which period must not be less than 24 hours after the despatch or (in certain cases) the receipt of the advice note, unless special arrangements exist otherwise.

2. The periods within which goods, the unloading of which devolves upon the consignee, are to be unloaded and taken away are fixed by the special regulations of each Railway, and are, in so far as they apply uniformly to the whole system of a Railway, to be published in the tariffs, and in other cases are to be brought to the notice of the public by the exhibition of notices in the goods offices as well as by publication in a local newspaper. If notification of the arrival of goods is given by post, then the periods commence at the earliest within three hours after the notification has been posted.

3. For goods to be stored by the Railway as well as for such goods for which the consignee has requested in writing that a notice of arrival be not sent to him, the periods mentioned in paragraphs 1 and 2 commence with the arrival of the goods.

4. The periods for unloading and removals are suspended during Sundays and holidays, as well as during the time of the Excise and Customs examination if it should not be prolonged by the consignee or consignor. The former must show proof of the time so taken up by such examination.

5. If the goods be not removed within the periods prescribed in the foregoing paragraphs, warehousing or demurrage charges as fixed by the tariffs must be paid.

The Railway is also entitled to unload, at the expense and risk of the consignee, any goods, the unloading of which devolves upon such consignee by virtue of the regulations.

6. On the other hand the Railway must refund the expenses incurred by the consignee if the latter has duly endeavoured, but without success, to remove the goods, owing to their not being placed at his disposal at the latest within one hour of the arrival of the carter to fetch them away (the consignee having been duly notified of their arrival).

7. If the working is likely to be affected by large accumulations of goods the Railway is entitled to raise the storage and demurrage charges, and, should these measures not cope with the situation, can also curtail the time allowed for unloading and the free storage period for such time as the congestion of the line lasts.

This latter clause is very often utilised in cases of short supply of wagons. The Ministry require to be advised of any proposed alterations.

Hire of Sheets.

(*a*) For the use of sheets supplied by the Railway at the request of the consignor, without respect to the number of sheets used per wagon, the following charges per wagon will be levied :—

	Kr.	H.
Up to a distance of 200 km.	10	00
For each further 100 km. or portion thereof	2	00

(*b*) This fee will be calculated for the whole transit distance (except in the case of narrow gauge railways, where the fee is calculated in accordance with special regulations) on the kilometric distance in respect of which the period of transit is calculated.

(*c*) In the case of goods for which it is not incumbent upon the Railway to provide sheets, but which must be covered in accordance with the Customs or tariff regulations, and this is undertaken by the Railway, the charge for the hire of sheets is made even if the consignor has not requested that the goods be covered.

Customs and Statistical Fees.

	Kr.	H.
(*a.*) Filling up Customs and Statistical Forms :—		
For filling up Customs and Balance Revenue forms, per form	0	10
For filling up Statistical forms—		
1. A simple form	0	15
2. „ „ with appendix	0	30
3. For describing the goods included on the way-bill	1	00

(In Hungary 2 and 3 do not apply.)

(*b.*) "Production" ("Vorführen") of the goods :—		
1. For producing the goods for examination without weighing or unloading—		
Per each 100 kg.	0	4
Minimum per consignment	0	5
Maximum per wagon	0	50
2. "Production" including weighing on the warehouse weighbridge whether the weighing is performed by the railway or the interested party—		
Per each 100 kg.	0	10
Maximum per wagon	6	00
On the wagon weighbridge—		
1. Without unloading and loading, per wagon	1	50
2. Including unloading and loading, per wagon	6	00
3. "Production" without weighing, but including unloading and loading—		
Per each 100 kg.	0	6
Per wagon	4	50
(*c.*) Assistance at Customs examination—		
1. For opening and closing packages, per package	0	10
2. For opening and closing, unpacking and repacking packages, per package ...	0	30
3. For counting the number of returned empty sacks and checking the marks on each, per sack	0	5
(*d.*) Use of packing material—		
1. For tying packages with strong twine, including the provision of Customs leads, per package	0	20
2. For tying packages with rope, including provision of Customs leads, per package	0	50
3. For packing materials, linen for repairing packing, etc., per square metre ...	0	50
4. For fastening with boards, hoops, etc., per package	0	10
5. For cording and sheeting wagons. When corded with ropes, per metre of rope	0	2
(*e.*) Assistance in stamping : for stamping piece of iron or wood—		
Per piece	0	2
Minimum per consignment	1	00

Advice Notes.

Kr. H.

(*a.*) For advising the consignee of the arrival of the goods or the consignor ot the payment of the paid-dues by a railway messenger within the station limits, as defined by the Railway for each note, or several notes delivered simultaneously to the addressee a charge will be made of 0 6

(*b.*) The consignee will only be advised of the arrival of goods by messenger if an agreement has been made beforehand as to the payment of the expenses thereby incurred, which must not however exceed the charge made for delivering telegrams.

(*c.*) In case of an advice being sent by post or telegraph the respective charges must be paid.

Declaration of Interest in Delivery.

It is within the power of the consignor to protect himself from possible loss through delay in delivery by an insurance, as in Germany, known as "Interest in Delivery."

The additional freight charge is 2·5 heller per tariff kilometre and per 1,000 Kr. of declared value and is rounded off from 10 to 10 Kr. and from 10 to 10 km. Amounts are rounded off to an even 10 heller, the minimum charges per consignment being 40 heller for the whole distance of transit.

"STATIONSGEBÜHR."

As previously mentioned, this charge is peculiar to the Austrian State lines; it is not based on freight distance but is levied on goods whether received at or despatched from stations on the lines in question as under:—

1. On consignments which in virtue of the goods classification are forwarded at the rates of the class goods or "Ausnahme" tariffs as contained in the table of charges, *i.e.*:—

Fast Goods.					Slow Goods.																											
Ordinary.	Modified & specially modified.	Horses, foals, ponies, and mules.			Classes.		Wagon-load Classes.					"Ausnahme" Tariffs.																				
					I.	II.	A	B	C and Special Tariff 2.	Special Tariff 1.	* Special Tariff 3 (excluding fertilizers and new materials for the manufacture of artificial manures).	** "Ausnahme" Tariff I., (excluding coal, minerals, and sugar beet).	** "Ausnahme" Tariff II., (excluding articles used in the manufacture of sugar).	III.			IV.			V.							VII.		
		1.	2.	3 and more animals, each.																1.		2.		3.		4						
														a.	*b*	*c.*	*a.*	*b.*	*c.*	–	*a*	*b.*	*a.*	*b.*	–				*a.*	*b.*
Heller per 100 kg.		Heller.			Heller per 100 kg.															Heller per one square meter floor space,							Heller per wagon.	Heller per 100 kg.		
12	8	12	24	12	8	8	4	4	2	4	2	2	2	8	8	4	25	12	12	25	12	12	12	18	200			4	4			

* Fertilisers and raw materials for the manufacture of artificial manures if rated in accordance with Special Tariff 3 or "Ausnahme" Tariff II., coals, minerals, and sugar beet, &c., if rated in accordance with "Ausnahme" Tariff I., and certain articles used in the manufacture of sugar if rated in accordance with "Ausnahme" Tariff II.

"Stationsgebühr" will not be charged:—

I. (*a*) On consignments despatched to foreign countries with through bill of lading.

(*b*) When certain "Ausnahme" tariffs are applied.

(*c*) When special transfer charges for a few specified stations as specified in the tariffs are charged.

II. (*a*) On consignments of private sheets, loading apparatus, cooling and heating apparatus, &c., when such are forwarded in the prescribed manner.

(*b*) On goods returning from exhibitions.

(*c*) On animals returning from exhibitions.

III. On consignments destined for certain specified stations.

IV. On goods despatched free of charge.

V. On consignments of milk and returned empty milk cans.

VI. On consignments of raw sugar in quantities of at least 10,000 kg. per wagon.

VII. On consignments of certain specified articles.

Applied to "Lokal" railways the "Stationsgebühr" is modified to meet the curtailed tariff scheme.

FURTHER REGULATIONS AFFECTING TARIFFS.

Now, having dealt with the supplementary charges, we must pass on to those regulations which while shewing no price, yet enable a mental estimate to be formed of their approximate value in relation to the cost of transportation.

Time allowance for delivery.

1. The time allowance for transportation is placed within the following maxima—no claim to earlier delivery than the maximum periods is legitimate—

	days.
(*a*) For fast goods—	
(1) Time for despatch	1
(2) Time for transport for every commenced 300 km. or portions thereof ...	1
(*b*) Slow goods—	
(1) Time for despatch...	2
(2) Time for transport up to a distance of 100 km.	1
(3) For longer distances for each commenced additional 200 km. or portions thereof	1

2. When the traffic passes out of the territory of one Administration, into that of an adjoining Administration, then the time allowance for transport is calculated as for the whole distance between the forwarding and destination stations; the period allowed for despatch is only calculated once, irrespective of the number of Railway territories traversed.

3. The Railways are permitted, with the sanction of the Supervisory Authorities to fix additional time limits in the following cases—

When the Railway has undertaken the delivery of goods to points not situated on its lines.

For exceptional traffic conditions, with the consent of the Supervisory Authorities.

For Railways of secondary importance, and when passing on to Railways of a different gauge.

When the goods have to cross a river over which no bridge exists, or have to pass over a connecting line which unites two Railways participating in the transport of the goods.

For passing from one Railway to another, or even for passing from one line to another of the same Railway Administration, a maximum addition of six hours in the case of fast, and twelve hours in the case of slow goods, may be made to the time allowance for despatch, for each such passage.

Additional time allowances must be duly published. The notices must clearly state which Authorities have sanctioned the additional periods, or whether sanction has been reserved.

In the latter case, sanction subsequently received must be published within eight days by means of a special notice.

The fixing of additional time allowances is without effect should the Authorities refuse their assent, or should such assent not be published at the right time.

4. The time allowance commences with certain exceptions on and from the midnight following the acceptance of the goods and the way-bill, and is held to have been complied with if, within the limits thereof, the goods have been delivered to the consignee, or to the residence or place of business of such person to whom delivery can be legally effected, or in case such delivery be not agreed to or be expressly forbidden, if within the said period written notice of the arrival of the goods is posted to consignee or actually reaches him by other means.

5. For goods which are to be stored by the Railway and for those goods respecting which the consignee has requested in writing that notice of arrival be not sent to him, the time allowance is deemed to have been complied with when the goods within the limits thereof have been placed ready for removal at the destination station.

6. The time allowance is suspended during Excise, Customs or Police examination, and during interruptions in the working beyond the control of the Railway by which the commencement or continuation of the conveyance is temporarily prevented.

7. If the day following that on which the goods are handed in for conveyance be a Sunday or holiday, then, in the case of ordinary slow goods traffic, the time allowance commences 24 hours later.

8. If the last day of the time allowance be a Sunday or holiday, then, in the case of ordinary slow goods traffic, the time allowance will only expire on the following work-day.

9. If slow goods, the time allowance for which expires on Saturday midnight, only arrive after 6.0 p.m. on that day then the time allowance will duly expire on the following Sunday at midnight.

10. "Ausnahme" Tariffs at reduced rates and subject to longer time allowances are permitted with the express sanction of the Supervisory Authorities.

11. With the sanction of the Supervisory Authorities the time allowances, owing to the interruption of work on Sundays and holidays, may be extended by these days in so far as the regulations in paragraphs 7, 8, 9 do not also apply.

Ordering of Wagons.

When ordering wagons for the conveyance of live animals and goods which as per the regulations are to be loaded by the consignor the following conditions are to be observed :—

1. The consignor is not entitled, unless in accordance with special traffic regulations, to demand that a wagon of a specified tonnage loading capacity or special construction be placed at his disposal.

2. (*a*) Wagons are to be ordered from the Stationmaster at the station where the wagon will be loaded. Orders may be given verbally, in writing, or per telegraph.

(*b*) When wagons are ordered a security equivalent to one day's demurrage (9 kr. 60 h. per truck) must be deposited.

3. When wagons are ordered the following particulars must be given :—

a. The day on which the wagon is required.

b. The description of the animals or goods to be loaded.

c. The number of wagons and in certain cases the kind of wagon (open or covered) required. In the case of small animals it should be stated whether an "Etage" wagon is desired.

d. The destination station of the animals or goods.

e. The correct address of the person ordering the wagons.

f. If the wagons be ordered per post, security must be sent simultaneously by means of a registered letter or Postal Order; if by telegraph, security must be wired.

4. (*a*) Orders are entered in the wagon-order book strictly in accordance with their sequence of arrival, and in the event of a verbal order this is entered in the book in the presence of the person giving such order.

(*b*) Acceptance of the security does not signify a fixed promise to supply the wagon.

(*c*) The handing over of the available wagons to the persons ordering them takes place strictly in accordance with the sequence of receipt of the orders.

6. The person ordering the wagons is not allowed to scrutinise the wagon-order book.

7. (*a*) A wagon is only held to be actually promised when ordered from the Stationmaster at the station where the goods, &c., are to be loaded, at least two days, the day of ordering not included, before the day on which they are required, and provided the person ordering the wagons has not received notification on the day previous to the one on which the wagons are required—the deposit being also returned—that the wagon cannot be supplied.

(*b*) This period will be held to have been complied with if the notification and security are posted to the person ordering the wagon before the day on which the wagon was required.

8. Orders which are not in accordance with the conditions of Clause 7 will be dealt with as far as possible in their sequence of arrival.

9. (*a*) In cases of a continued scarcity of wagons the regulations of Clause 7 may be temporarily suspended, the transport of live animals excepted.

(*b*) Such temporary suspension must be announced eight days in advance by the exhibition of notices on the stations and publication in the official newspapers. In addition, those firms who are frequently in the habit of ordering wagons will be specially advised by the stations as far as possible, but no guarantee is given that this will be done.

10. The security is forfeited to the Railway—

(*a*) If the loading is not commenced within the appointed period.

(*b*) If the consignment is forwarded to other than the station named when the order was given and for which the wagon by virtue of the Wagon Regulations cannot be loaded.

(*c*) If goods or animals other than those specified at the time of ordering the wagon are offered and for the conveyance of which the truck in the judgment of the Railway should not be used.

11. If wagons actually promised are not supplied punctually by the Railway then, in addition to returning the security deposited, compensation equivalent to demurrage up to the maximum amount of security deposited will be paid.

12. In so far as the ordering of wagons and loading of live animals and goods by the consignor forms the subject of special agreement the present regulations are not applicable.

Credit Accounts.

Credit accounts are granted on certain conditions, of which the principal are as set forth hereunder :—

Credit will be given for a period of a whole or half calendar month or in certain circumstances a period of 24 hours.

Monthly or fortnightly credit will not be given for a less sum than 400 Kr.

It is necessary that security be deposited for at least 1½ times the amount of the credit, either in—

(*a*) Cash (which will bear no interest).

(*b*) Securities to be approved by the State Railway Administration.

Securities will only be accepted as representing 90 per cent. of their market value, but not higher than their nominal value, and at the highest the amount of their redeemable value.

Lottery bonds will only be accepted to the value of the amount of the smallest prize, less the tax on such winning number.

The market value shall be based on the official quotations of the Vienna Bourse.

Credit accounts will be closed on the last day of the period for which credit is granted.

Daily Credit.—Requests for the granting of daily credit must be made either in writing or verbally to the Chief Official of the particular station.

This Official also decides upon the amount of the security to be deposited, which must at least be 1½ times the average daily freight value of goods forwarded. This deposit must be in cash, and a receipt for it will be given by the Railway Office. No interest will be paid on such deposit.

Payment for goods forwarded must be made on the next working day.

Freight documents remain in the possession of the railway office until payment has been made.

Credit is liable to be suspended should payments be unpunctual.

Claims.

Claims to a very large extent should be kept down to a minimum by the stringent regulations which exist, examples of which have been given. [In addition to these there are regulations defining the exact liability of the Railway and the method of dealing with claims.] Nevertheless it is said that claims are numerous, a goodly proportion being in regard to the calculation of freight charges.

As to their treatment, report gives the preference to the private lines inasmuch as they adopt a commercial attitude as opposed to the greater "red tape" of the State, by which is meant that in cases of damage, loss, &c., the State shelter themselves behind the

strict letter of the regulations and refuse to treat with the traders, whereas the private Railways consider each case on its merits apart from the question of regulations, and treat their customers in a business-like spirit.

Claims against the State are frequently referred to the Courts for decision, but this is a process which can only be indulged in by the larger trader. Appended are the Regulations as to liability, &c.

Liability of Railways.

The railway is responsible in accordance with the detailed conditions of the following paragraphs for injury in respect of diminution, loss of, or damage to goods arising between the time of their acceptance for transport and their delivery in so far as the railway cannot prove that such injury be due to a fault or instructions of the owner not attributable to the Railway or by "force majeure" or to the natural constitution of the goods, especially as regards their danger of deterioration, wastage, or leakage.

1. Unless there be in special cases legal regulations to the contrary the railway are responsible for damage by fire ("force majeure" excepted) to goods which before or after the conclusion of the freight contract are stored by them.

2. In the case of goods which by virtue of a special agreement are stored free of charge beyond a free storage period fixed by the tariffs, the liability of the Railway with regard to fire does not apply during such time as the goods are stored gratuitously.

3. No liability attaches to the railway in respect of such goods as are stored in the open or in covered spaces provided by the railway free of charge, nor in respect of those goods which by virtue of the regulations are to be unloaded by the consignee and which are not unloaded or removed within the prescribed period and are stored without the consent of the railway.

4. If a place not situated on the railway is named on the way-bills as the destination then the liability of the railway as carriers exists only as far as the last railway station. The Spediteur is responsible for the further transport.

In the case of consignment to such places not situated on the line for which the railway has undertaken the arrangements for the further transport the liability of the Railway as carrier extends over the whole of the distance over which the goods are conveyed.

The railway is not responsible :—

1. In respect of goods which by virtue of these regulations or the tariffs or by special agreements made in the way-bill with the consignor are forwarded in open wagons the Railway is not responsible for damage arising thereto from the risk with which such method of consignment is associated, serious decrease in bulk or actual loss of goods being excluded.

2. In respect of goods which from their nature ought to be packed in order to protect them against loss, diminution or damage en route but with regard to which the consignor has made a declaration on the way-bill admitting that they are either unpacked or insufficiently packed, the railway is not liable for damage arising from risks attaching to absence or insufficiency of packing.

3. When the loading or unloading is performed by the consignor or consignee as the case may be the railway is not responsible for any damage resulting directly therefrom or indirectly through defective loading.

4. If the goods are of such a nature that there is a special danger of their complete or partial loss or damage through rust, natural deterioration, unusual leakage, or drying up, then the railway is not liable for any damage which may result from this danger.

5. When live animals are sent the Railway is not liable for loss arising from the special risks which their transport necessarily entails.

6. If consignments, including animals, which in accordance with the regulations ought to be forwarded in charge of some person representing the consignor, are unaccompanied, the railway will not be liable for any damage which might have been averted by the presence of an attendant.

7. If injury could have arisen from the risks mentioned in the foregoing paragraphs it will be assumed that the injury has actually arisen from such risks until the contrary be proved.

8. The railway cannot evade liability by virtue of these regulations if the damage has been caused by the fault of the railway.

If by virtue of the foregoing regulations compensation has to be paid by the railway for total or partial loss of the goods, the current commercial value, or in the absence thereof the current value is to be taken of goods of the same nature and quality in the town from which the goods were sent at the time of their acceptance for transport. In addition the amounts paid for customs and other duties as well as for freight must be refunded.

In case of damage the railway must pay the entire amount by which the value of the goods has been depreciated.

If, however, the goods have been conveyed under an "Ausnahme" tariff the amount of compensation to be paid will be correspondingly reduced in accordance with the regulations.

Compensation for delay.

If by virtue of the regulations compensation must be paid for exceeding the conveyance time limits the following indemnities may be claimed :—

I. If declaration of interest in delivery has not been made—

(*a*) Without proof of injury sustained if the delay has exceeded 12 hours—

Delay up to one day	incl.	1/10	of freight
„ „ two days	„	2/10	„
„ „ three „	„	3/10	„
„ „ four „	„	4/10	„
„ more than four days		5/10	„

(*b*) If proof of injury sustained is produced the amount of loss up to the total sum of the freight paid may be claimed.

II. If declaration of interest in delivery has been made—

(*a*) Without proof of injury sustained—

Delay up to one day incl. 2/10 of freight.
„ „ two days „ 4/10 „
„ „ three „ „ 6/10 „
„ „ four „ „ 8/10 „
Above four days the whole of the freight paid.

(*b*) If proof of injury sustained is adduced, then the amount of such injury can be claimed.

In both cases, however, compensation exceeding the amount of interest declared may not be given.

Compensation to the full amount of the injury caused can, in all cases, be demanded if such has arisen through gross carelessness on the part of the Railway.

Investigation of loss and damage of goods by the Railway.

1. In all cases of loss, diminution, or damage, the Railway Administration must at once proceed to a thorough investigation, record the same in writing and communicate it to the interested parties at their request.

2. In particular, if diminution or damage of goods is discovered or suspected by the Railway, and the interested party asserts that this is the case, then the Railway must, without delay, set forth in writing the condition of the goods, the extent of the damage, and, as far as possible, the cause of the diminution or damage, and the time when such occurred. A statement in writing must also be drawn up in the event of loss.

3. In determining cases of diminution or damage, the evidence of disinterested witnesses, and, so far as the circumstances demand, of experts, and of the rightful owner, must be taken.

The expenses incurred by calling in experts in case of diminution or damage will not be borne by the Railway when the owner has asserted that such diminution or damage has taken place and the subsequent investigation does not support this statement, or if such an investigation only reveals a deficiency or damage already acknowledged by the Railway.

The owner has the right to engage at his own expense the services of experts other than those employed by the Railway.

Interested parties have the right without prejudice to the foregoing regulations to take the matter before the Courts in accordance with the regulations of the "Handelsgesetzbuch." (Commercial Code.)

Regulations as to packing and marking of goods.

1. In so far as the nature of goods renders packing necessary for protection against loss, or damage on the journey, fit provision against this must be made by the consignor.

2. If the consignor has not complied with this obligation, then the Railway is entitled to demand, in case it does not refuse to accept the goods, that the consignor shall specially acknowledge the lack or defects of packing on the way-bill, and, in addition, shall send a special declaration in accordance with the prescribed form to the forwarding station.

In so far as the consignor is in the habit of forwarding goods of a similar nature, which require locking, either unpacked or with the same defects of packing from the same station, then instead of a special declaration for each consignment he can make one general declaration once for all. In this case the invoice must contain, in addition to the above-mentioned acknowledgment, a reference to the general declaration sent to the forwarding station. Such forms must be kept in readiness at the goods offices.

3. The consignor is responsible for declared defects in packing, and also for defects not externally apparent, and must not only bear any loss arising therefrom, but must also make good any loss thereby caused to the Railway. If the form of declaration has not been filled up then the consignor is only responsible for externally apparent defects in packing when found guilty of sharp practice.

4. Piece goods are to be marked on the outside in such a durable and distinct manner as will obviate their being confused with other consignments, and the markings must in all cases correspond exactly with the descriptions entered on the way-bill.

Private Wagons.

Private wagons are, as in Germany, used only for a few special manufactures, such as beer, oil, &c. No payment in the way of rate reduction is made by the Railway, but a private arrangement is said to exist with some of the large Spediteurs, whereby provided the private wagon can be used by the Railway on its return journey a payment will be made for such use. Otherwise private wagons (if empty) on the return journey are conveyed free of charge provided a loaded journey is made within two months before or after the empty haulage and of an equal or greater length. Failing this for the unbalanced mileage a charge of 8 heller per kilometre is made.

Private Sheets.

Private sheets are in use on conditions as under :—

1. Only such sheets are admitted as bear the name and address (railway station) of the owner in permanent and legible characters.

2. Sheets when used for goods forwarded to the consignee, are conveyed free of charge. On the return journey when the sheets are sent within three months by the consignee to the owner at the forwarding station, as slow goods, a payment of 40 heller per sheet, inclusive of terminals and the Hungarian transport tax, must be made to the Railway receiving the sheet for return.

3. These sheets must be delivered to consignee with the consignments at the destination station, hence a note to the following effect must be made on the way-bill by the consignor :—

"With . . . . [number] of our sheets for the protection of the consignment."

4. When returning the sheets the consignee in addition to producing the way-bill stamped by the original forwarding station must present a way-bill made out to the address of the owner, and including a note to the following effect :—

"To be forwarded at reduced rates."

If this entry be omitted, or if the way-bill for the original outward journey be not produced when the sheets are handed in for return, then the full tariff rates will be charged.

Weighing of Trucks.

In the great majority of cases, the weighing of trucks is performed by the Railway, but in a few instances where facilities for weighing on Railway property are non-existent the declared weight of the sender has to be taken ; an opportunity is, however, invariably taken to test such weight by weighing the truck at some intermediate point on the journey. In important colliery centres a system has been inaugurated by which the Railway appoints its own checkers to supervise the weighing of trucks at the pits.

Bearing on this point, it is interesting to note that in the case of coal and mineral traffic a special arrangement is made which really is an allowance for wastage :—

Allowance for wastage.

If the wagon be loaded above its loading weight the Railway will not make a charge on such excess of weight provided that this does not exceed 2½ per cent. in the case of hard coal and 5 per cent. in the case of soft coal of the loading weight.

If in the case of hard coal the excess of weight is more than 2½ per cent., up to 5 per cent. inclusive of the loading weight, then freight is charged on the actual weight of the consignment.

If the excess freight is more than 5 per cent. of the loading weight the charges as per tariff will be levied.

The tare is always painted on the outside of the wagons, and is checked systematically and periodically, in the case of the more frequently used trucks, the intervals being shorter than in the case of the less frequently used wagons.

Through Rates.

Through rates are a combination of the rates of the various administrations concerned, generally the sum of the applicable Tariffs with half the terminals of the despatching and receiving company allocated to those Companies respectively. In some cases different classifications obtain in the various Provinces or States, and for the purpose of settling matters of this kind and also arranging the rates themselves what are known as "Verbände" (Unions) exist, representatives of the administrations forming such unions holding Conferences when required.

All through and local rates are published, as in Germany, in numerous volumes, giving the rate from given point to given point ; the chief difficulties are the classification and the correct calculation of the subsidiary charges, these requiring considerable expert knowledge to overcome.

Private Sidings.

Private sidings are as a rule provided solely at the cost of the trader, but in certain special cases, in order to encourage the development of industry, the cost has been borne by the State or private railway as the case may be. In this event private railways before making any agreement with the trader must obtain the assent of the State to the construction of the siding connection and there is thereby a certain measure of control, as although the State has not the actual authority to refuse such consent, in indirect ways, assent can be delayed. The State usually takes into consideration in dealing with applications, the desirability from a national point of view of the encouragement of the industry for which the facility is required.

The general regulations appertaining to the granting of private sidings are voluminous, but the more important clauses are appended :—

EXTRACTS from REGULATIONS (Austrian State lines) *re* THE GRANTING OF PRIVATE SIDING CONNECTIONS.

The land necessary for the construction of a private siding, if belonging to the railway, will be leased to the owner of the siding on payment of a nominal acknowledgment fee of 2 kr. per annum ; payable for the first time on the completion of the agreement, and afterwards on the 2nd January in each year.

Any other land required for the construction must be placed at the disposal of the State Railway before the latter commence the constructional works. If the acquisition of necessary land, in the possession of third parties, cannot be obtained by amicable agreement, the State Railways will, provided legal requirements are complied with, expropriate the same at the request of the owner of the siding and make over the property to him.

Each and every expense hereby incurred, is to be borne in full by the owner of the siding.

The existing boundaries of the State Railway are not in any way to be altered by the construction of a siding.

Those sub-structural works necessary for the construction of a siding which are carried out on railway property at the cost of the owner of the siding, pass on completion, into the possession of the State without any payment being made therefor.

On the other hand, however, all superstructural works, and materials, obtained at the expense of the owner of the siding, remain the property of the latter, who, however, may only use them after fulfilment of the conditions set forth in a later paragraph.

By the construction of a private siding no rights whatever to the land of the railway accrue to the owner of the siding.

The plans for the siding prepared in accordance with existing regulations for railway construction must be submitted by the owner. The detail drawings plans, so far as staff is available, will be undertaken by the State Railway at the request and cost of the owner of the siding.

The State Railways will obtain the sanction of the authorities to the plans, &c., and will undertake all works connected with the construction of the siding in so far as railway land is concerned, including the necessary extension and alteration of existing lines.

In a similar manner the State Railways will construct and erect all and every appliance which appears to be rendered necessary by considerations of safe working.

The construction of all other works, etc., situated on non-railway property is to be carried out by the owner unless provided to the contrary by special agreement.

All works, etc., which the owner may propose to carry out in connection with the siding must receive the express sanction of the State Railway, and the latter, in virtue of a plan to be submitted will obtain the necessary authority for the construction and working of the siding.

The entire cost of the works to be constructed and materials to be supplied by the State Railway, including the cost of the iron superstructural material for that portion of the siding situated on railway property, plus an addition of 10 per cent. to cover incidental expenses, has to be paid in cash instalments by the owner of the siding.

On application, however, the iron superstructural material for that portion of the siding on railway property will be loaned to the owner, and the latter has to pay interest at the rate of 6 per cent. per annum on the actual value of such material from the date of the opening of the siding for traffic.

The material thus loaned by the State Railway remains the property of the latter.

The State Railway is only responsible for the materials loaned in accordance with legal enactments.

On application the State Railway will sell old railway superstructural material (iron material and sleepers) if such be on hand, to the owner of the siding for the purpose of constructing that portion of the siding not situated on railway property, in which event, on security being deposited, the purchase may be effected in five or ten instalments, interest at the rate of 5 per cent. being charged on the outstanding amounts.

If the safety appliances, etc., erected by the State Railway should be deemed no longer adequate, the owner must pay all costs and charges incurred by the railway in the provision of further appliances, etc.

In like manner, if from working considerations, alterations be carried out to the railway necessitating an alteration to the siding connection, the owner must pay all costs and charges arising from such alteration, and shall have no claim whatever upon the railway for the expense thereby incurred.

The maintenance of all works, situated on railway property, appliances, etc., in a fit and proper condition will be undertaken by the State Railway at the cost of the owner of the siding, the expense thereby incurred, including an addition of 15 per cent. for wages, to be repaid immediately on receipt of the accounts.

The maintenance of that portion of the siding situated on land not belonging to the railway and constructed by the owner himself, devolves upon the latter, but may be undertaken by the railway at the request of the owner, in which case the latter must bear the expense thereby incurred in accordance with the provisions of the foregoing clause.

Should the maintenance of the siding by the owner be performed in such a manner that the Railway regard its condition as not compatible with safe working, the Railway is entitled if, at their request the owner refuses to carry out the necessary work, either to suspend the working of the siding entirely, or to carry out such maintenance works as may be necessary at the expense of the owner, payments therefor to be made in accordance with the provisions of the clause relating to maintenance of works.

The supervision of the entire siding will be undertaken by the State Railway, and for this the siding owner must pay a proportion of the wages and cost of clothing of the men employed for such purpose, the amount of such payment to be fixed separately in each case, and paid in advance in monthly instalments. At the desire of the owner, however, the amount may be paid in a lump sum.

The iron materials necessary for the maintenance of the track situated on railway property will, should they be loaned, be supplied free of cost, this being included in the payment of interest at 6 per cent. previously mentioned.

Freight for the conveyance (as slow goods) of the materials and appliances for the construction and subsequent maintenance of the siding will be calculated in accordance with the following regulations provided freight calculated at the ordinary rates does not give a more favourable result for the owner of the siding.

(*a.*) If the siding is to connect up with a section of the State Railway, or private Railway, worked for account of the State, then for transit on the lines of the Austrian State Railways and the aforementioned private Railways, the rates for Government goods obtaining on the former will be applied.

For each consignment, however, a minimum charge of 8 h. per 100 kg. will be made. If Austrian State lines, and private Railways worked for account of the State are concerned, then the minimum charge will be levied separately for the " Hauptbahn " and each private Railway.

In case the transit sections of the State Railways be separated by the lines of other Railways, the minimum charge will be levied for each separate section of the State lines.

(*b.*) If the siding is to connect with a section of a private Railway worked by the State for account of the proprietors, in regard to which the State has the free fixing of rates, then, and so long as the latter condition obtains, both for the transit on the Austrian State lines and on the private Railways mentioned in (*a*) as well as on the private Railway with which the private siding is to connect, a 50 per cent. rebate on the unreduced rates of the railways in question shall be granted. The minimum charge for every 100 kg. and each km. is 0·2 h., and for each consignment a minimum freight of 8 h. per 100 kg. is charged.

The detailed conditions set forth in (*a*) apply to such minimum charge.

(*c.*) If the siding is to connect with a section of a private railway worked by the State for account of the proprietors, in regard to which the fixing of rates does not devolve upon the State, then the question as to whether freight facilities can be granted for the conveyance of the articles in question will be decided in each instance. This will also apply if it is a question for facilities other than those mentioned in (*a*) and (*b*).

To cover the expenses of the State Railway for account of the siding owner in the construction, &c., of the siding, the latter must pay in advance a sum in cash, the amount to be fixed in each instance in the agreement, such amount not to bear interest.

If, during the construction of the siding, such circumstances arise as tend to show that the expenditure cannot be covered by the sum paid, the owner of the siding is bound at the request of the State Railway to increase such sum correspondingly, on pain of the suspension of the work.

Expenditure in excess of or below the payment in advance is to be adjusted within 14 days after the final account has been made up.

The private siding may not be used by third parties without the sanction of the State Railway.

On the other hand, the owner of the siding is bound to permit the user of the siding (exclusive of that portion situated within the precincts of his works) by the State Railway for their own purposes and also by third parties, at the request of the State Railways, if such appears desirable in the public interests, but in both cases only if by doing so the regular working of the siding be not prejudicially affected. In case of a difference of opinion in regard to the last point the decision of the Ministry of Railways shall be final.

The owner must permit an exceptional and temporary user of the siding by the State Railways gratuitously. The payment for the regular and continuous user of a siding by the State Railways, in default of an amicable settlement between the owner and the Railway Direktion concerned, shall be fixed by the Ministry of Railways.

In case of the user by a third party, and in default of an amicable arrangement, the Ministry of Railways shall act as arbitrator.

In the event of the siding being included in the deposited plans for a future public Railway, or being necessary either partly or wholly for an alteration or extension of the State Railway, then the siding and the land used for such siding, in accordance with requirements shall be made over, on payment of the duly authenticated actual expenditure incurred in its construction, &c.

The ordering of empty wagons for loading purposes on the siding must be effected in accordance with existing tariff regulations.

The State Railway locomotives haul the wagons to and from the point of exchange only.

All subsequent shunting operations must be performed solely by the employees of the owner on their own responsibility.

If at the request of the owner the shunting operations which ought to be carried out by his own employees, are undertaken as a special case by the State Railways, then for each commenced quarter of an hour of such shunting operations, the owner must pay a charge of 4 Kr.

The manning and manipulation of the safety appliances devolves upon the Railway. The keys of the locking appliances remain in possession of the Railway officials.

The siding owner, before the agreement is completed, must obtain a credit account in accordance with the regulations of the State Railways applying thereto, and properly maintain same during the period of validity of the agreement.

So long as the credit granted is not exhausted, wagons arriving for the siding owner will be brought to the exchange point as soon as possible after their arrival.

The times at which wagons will be brought or taken away, are fixed by the State Railway, but wishes expressed by the owner will be taken into consideration so far as possible.

If wagons arriving for the owner cannot be brought to the exchange point, owing to the unsuitability of the wagons to run on the siding, or owing to lack of room in the siding, the owner will be informed thereof.

Such goods are then to be obtained by the owner at the station concerned, the detail Bye-Laws and Tariff regulations applying.

Goods loaded in wagons unable to pass on to the siding will, at the request of the owner, be reloaded into suitable wagons at his cost, and placed in readiness at the point of exchange.

For consignments to and from the siding the ordinary rates will be charged to and from the serving station.

The charges for haulage performed by the Railway to and from the point of exchange will be fixed in each individual agreement.

The owner may also use the siding for the conveyance of piece goods between his works and the station, but only unloaded or empty wagons, returning to or coming from the station, must be used for this purpose.

If such empty wagons cannot be obtained, then piece goods must be delivered to, or obtained at the station.

The siding charges for piece goods will be fixed in each individual agreement.

The loading and unloading of wagons on the siding must be performed by the employees of the owner, at his expense and risk.

The condition of the wagons must be examined by the employees of the owner and the Railway when passing to or from the siding. The party delivering the wagons is responsible for all defects, damage, &c., then discovered.

If claims are made with respect to damage of goods loaded on the siding, the position of the State shall be as if the goods had been loaded on their own lines, and the siding owner shall fully indemnify the State unless he can prove that such damage did not take place before the wagons passed on to the Railway lines.

The time allowance for delivery of consignments arriving at the station for the owner is held to have been complied with when notification has been given within this period.

If the owner does not desire such notification, the time allowance of delivery for piece goods and wagon-load goods is held to have been complied with when the former are placed ready for taking away at the station, and when the latter have arrived at the station, before the lapse of the time allowance.

For all damage occurring to lines, rolling stock, equipment, and property, &c., during the construction or working of the siding and for which the State might have to pay in accordance with the law, the owner of the siding is responsible, in so far as he or his employees were concerned in the construction or working of the siding. With this proviso, however, the owner is responsible *vis-à-vis* the State for all claims, &c., of any description whatsoever made against the latter.

In all cases, however, the onus of proof that the damage, &c., was not due to his own action, or to that of persons employed by him, is upon the owner of the siding, and until such proof is adduced, it will be assumed that the damage has so arisen.

These stipulations also apply in the case of personal injury or fatal accidents.

In cases of mobilisation or war, the working of the siding must be suspended immediately at the request of the State, and all trucks suitable for military purposes must be at once unloaded by the owner of the siding, otherwise such unloading will be performed by the Railway for the account and risk of the owner.

The State have also the right to commandeer all wagons belonging to the owner of the siding, compensation at the rate of 5 per cent. per annum on the cost of construction of such wagons being paid.

The State may also make use of the siding for the concentration of rolling stock in time of mobilisation or war.

An agreement is made for an indefinite period and the owner of the siding may terminate it at any time on giving three months' notice, and the State on giving twelve months' notice.

The State may, however, suspend the working of the siding at any time after informing the owner of their intention so to do, if the payments due from him are not made in proper course.

On the termination of the agreement the State is entitled to remove all works, &c., carried out on railway property in connection with the siding and to restore the property to its original condition.

The cost of doing so, including wages, &c., plus 10 per cent., is to be paid by the owner of the siding, otherwise the securities deposited will be sequestrated.

Within five days of the signing of the agreement, the owner of the siding must deposit security, the amount of which will be determined in each individual instance.

The deposit can either be made in cash or in securities.

All expenses arising out of the preparation of the agreement, fees, stamps, &c., are to be borne solely by the owner of the siding.

EXTRACT from the regulations as to Time allowance for loading and unloading, Demurrage, &c, issued as an appendix to the siding agreement.

The normal time allowance for loading or unloading (viz., one handling) and for twice handling (unloading and then reloading) amounts to 24 consecutive hours.

In cases of urgency—

(*a.*) When traffic is heavy (harvest season, &c.) the time allowance is eight day hours for the single operation, and 12 for the double operation.

(*b.*) When there is a scarcity of wagons caused by an extraordinary rush of traffic, the above mentioned times are reduced to six day hours and nine day hours respectively.

In both cases the hours between 6 a.m. and 8 p.m. are considered "day" hours.

The time allowance commences at the moment the wagon is placed on the siding lines or the station exchange siding as the case may be, and is considered to have been complied with if the wagon is taken away within such period.

A special time allowance will not be granted for the loading and unloading of piece goods on private sidings.

If the normal, or the reduced allowances as above, are exceeded, then for each hour or portion of an hour of such excess of time a charge of 20 h. per wagon will be made.

On empty wagons, which have been supplied but not used, demurrage is charged at the rate of 4 kr. 80 h. per truck per day.

Both in the case of the wagons belonging to the owner of the siding and foreign wagons, the normal and reduced time allowance for unloading will be extended by the number of Sundays or official holidays falling within such period.

An extension of the normal time allowance for loading by the number of Sundays or official holidays comprised therein, will be granted if wagons ordered for Saturdays or days preceding the holidays referred to, are only supplied by the railway after 12 noon on such days.

In case the time allowances be reduced traffic with the siding must be so arranged as to enable the owner of the siding to take the fullest advantage thereof.

If, owing to technical considerations, &c., traffic cannot be so arranged in the case of certain individual sidings, then in such cases no reduction of the time allowances must be made.

In the same manner in case the loading on the siding be temporarily impeded or suspended owing to shunting and marshalling operations, &c., on the railway, the demurrage for the period of such interruption will be refunded.

If such interruptions, &c., are of a permanent character, or occur at regular intervals, then the stations concerned are empowered not to charge demurrage during the period of such interruptions.

The foregoing regulations may be taken as typical of the system adopted by the Austrian and Hungarian railways, but naturally many deviations are necessarily made as circumstances require. The appended extracts from an agreement between the Kaschau-Oderberg Railway and a private firm give some idea of the variations.

For the shunting, &c., operations in connection with the bringing and taking away of wagons, the firm shall pay to the railway for each laden or empty wagon coming from or destined for the lines of the Kaiser Ferdinands Nordbahn and Prussian State Railways, and which pass through the station of Oderberg, belonging to the Kaschau-Oderberg Railway, an amount of 40 kreuzer (80 heller) per truck.

The laden or empty wagons coming from, or destined for the lines of the Kaschau-Oderberg Railway will be conveyed free of charge to or from the points of exchange with the siding.

The free period of user for wagons (own and foreign) placed on the private siding is six hours.

The period of user commences at the time the wagons are placed at the point of exchange by the railway and terminates at the time the empty, or laden wagons as the case may be, are placed at the point of exchange by the firm.

In the case of wagons unloaded in the works and then reloaded and destined for stations on the Kaschau-Oderberg Railway the free period will be extended to 12 hours.

If the free period be exceeded then a fine of 20 kreuzer (40 heller) per wagon and hour will be imposed on the firm.

For empty wagons ordered but not made use of and returned empty, a charge of 10 kronen per wagon will be made.

In case there be a scarcity of wagons on the railway, the railway is entitled to reduce the free periods to four and eight hours respectively, such reduction to take effect one day after the firm have been advised thereof.

ADVISORY COUNCILS.

Dealing now with the Austrian Advisory Council. As to any influence of this body on railway freight tariffs, this may at once be dismissed from consideration despite the Decree constituting the Council; all railway rates are dealt with by the Ministry alone. As has been pointed out, the Advisory Council really acts as an intermediary between the public and the Railway Authorities. Extracts from the Minutes of its Meeting of June 4th last, demonstrate the extent of the deliberations :—

EXTRACT from MINUTES of MEETING of RAILWAY COUNCIL of June 4th, 1908.

Proposal that "The Ministry of Railways is requested to proceed energetically with the increase of rolling stock and station accommodation by means of loans" was put to the vote and carried.

The following proposals :—

"The Ministry is requested to raise the 'Halte' Sulz Röthis to the status of a station.

"The Ministry is requested to construct a passenger 'Halte' with booking office between the stations Bielitz and Wilkowice Bystra.

"The Ministry is requested to increase the station accommodation at Kl. Hermanitz-Sedletz on the Franz-Joseph Railway to cope with the heavy traffic.

"The Ministry is requested to construct a covered waiting room at the 'Halte' Tomic on the Franz-Joseph Railway.

"The Ministry is requested to authorise the 'Halte' Seitendorf to accept and deliver goods traffic.

"The Ministry is requested to erect a passenger 'Halte' between the stations Rausnitz-Slawikowitz.

"The Ministry is requested to erect a 'Halte' in proximity to signal box 42 on the Section Weseli Mezimosti Obercerekve.

"The Ministry is requested to take necessary and timely steps to obviate the scarcity of wagons occurring every season during the manœuvres.

"The Ministry is requested to use its influence to see that the line Reutte-Grieszen is constructed at the same time as the line Innsbruck-Mittenwald in order that both sections may be opened simultaneously.

"The Ministry is urgently requested considerably to accelerate the works now being carried out at Salzburg.

"The Ministry is requested to construct the line Boryslaw-Drohobycz-Chyrow, with a second line of way.

"The Ministry is requested to introduce oil-heating in the workshops on the Galician State Railways.

"The Ministry is requested to consider the abolition of all level-crossings on all the main lines of the State Railways," were carried.

The following proposal :—

"The Ministry is requested to construct a second line of way on the Vorarlberger Railway," was defeated.

The following proposals :—

"The Ministry is requested to run an additional fast train in each direction between Lemberg and Boryslaw *via* Stuyg.

"The Ministry is requested to run third-class compartments on the fast trains Nos. 1 and 5 and 2 and 6 between Lemberg and Vienna.

"The Ministry is requested to run two new slow passenger trains in the afternoon on the section Trzebinia Siersza.

"The Ministry is requested to extend the train arriving in Sanok at 10.43 p.m. to Jaslo in order to form a connection with the train leaving Jaslo at 2.25 a.m. for Stroze.

"The Ministry is requested to extend the train from Cracow arriving in Jaslo at 12.10 a.m. to Sanok, in order to form a connection with the train leaving the latter station for Lemberg at 2.27 a.m.

"The Ministry is requested to bring influence to bear on the Southern Railway Co. to run a new train from Nabresina St. Peter to form a connection with the express train from Trieste leaving the latter station at 5.47 a.m.

"The Ministry is requested to use its influence with the Southern Railway Co. and the Hungarian State Railways to improve the service between Trieste-Agram-Bosnia," were adopted.

The following proposal :—

"The Railway Ministry is requested to include bran and oil-cakes in Class C on the State Railways," is deferred for discussion.

The following proposals :—

"The Ministry is requested decisively to oppose the increase of wharfage projected by the Tariff Committee.

"The Ministry is urgently requested to introduce cheap rates to the Levant and the Western Mediterranean Harbours.

"The Ministry is requested to apply the rates of Class B to iron machinery parts weighing 2,000 kg. each when consigned in wagon loads of 10,000 kg.

"The Ministry is requested to apply the 'Durchrechnung' system for traffic between the Nordbahn and all State Lines.

"The Ministry is requested to include 'lime for fertilising purposes' in Ausnahme Tariff II.," were adopted.

Little public interest is taken in the deliberations of the Council, as it is not considered that it serves any particularly useful purpose. In Hungary the corresponding body known as the "Verkehrsrat" is subject to the same criticism. It has only had one sitting this year.

The establishment of District Councils is not improbable. The State Railway Council has already pronounced itself in favour of their appointment with limited powers, *i.e.* apparently to act as the mouthpiece for the opinions of the District which they represent.

The State Railway Council are also anxious to obtain extended powers for themselves, so that they may have more of a voice in the conduct of Railway transportation.

COMPETITION.

Competition between Railways is not a mighty factor in Austria or in Hungary. The elements of competition certainly exist in Austria in so far as there are numerous private Railways, but the State control over these private Railways is such as to render any attempt at competition nugatory. In those cases where competition would be likely to arise, pooling agreements, or "Kartelle" as they are called, are made between the State and private Railway, or between private Railway and private Railway to obviate any competition.

Such "Kartelle" are designed to apportion the traffic under somewhat complicated rules, and while having the effect of the avoidance of competition, secure to the public the advantage of the cheapest method of transit inasmuch as the rates are based on the shortest distance.

So far as competition in speed is concerned, seeing that business is based on a transportation "time limit," the competition in this respect is not keen.

If, however, we dismiss internal rivalry for the moment, and consider the Railways of the country as one common whole, we find that they are active in the encouragement of competition with other States—even such far-distant ports as Trieste and Hamburg, and Fiume and Hamburg, compete for export traffic from Central Europe. The Deutsche-Levant tariff has its parallel in the Austro-Levant tariff, and, although the conditions are not such that active competition can exist from the more northern points of Germany, the railways in Austria use all endeavours to secure traffic by making rates from the more southern parts of Germany somewhat on a par with the rates via Hamburg. No definite bases exist for these rates, they being adjusted to meet individual circumstances, but of course the whole reduction must be borne by the Austrian Railways, the German lines

claiming their full local rates to the frontier in all circumstances. A few comparisons of rates viâ Hamburg and viâ Trieste are appended :—

COMPARISON of the regular TARIFF CLASSES (1–12) of the through AUSTRIAN and HUNGARIAN LEVANT TRAFFIC (for export) viâ TRIESTE with the corresponding rates of the GERMAN LEVANT TRAFFIC viâ HAMBURG to COMMON DESTINATION PORTS.

a.—Piece goods. *b.*—5,000 kg. *c.*—10,000 kg.	1.			2.			3.			4.			5.			6.		
	a.	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*
From Augsburg.																		
Viâ Trieste in Marks	291	263	260	315	287	281	349	292	281	395	353	346	421	353	346	421	353	346
Viâ Hamburg in Marks	326	244	232	353	274	260	389	310	296	431	347	331	481	393	377	590	502	486
From Munich (Central Station).																		
Viâ Trieste in Marks	274	251	249	300	276	272	333	280	272	378	341	335	404	341	335	404	341	335
Viâ Hamburg in Marks	337	252	239	365	282	268	401	318	304	447	359	342	497	405	388	606	514	497
From Nuremberg.																		
Viâ Trieste in Marks	318	269	263	337	278	271	367	303	281	403	336	328	451	372	357	460	382	357
Viâ Hamburg in Marks	303	228	218	325	254	243	365	294	283	401	324	311	449	370	357	588	479	466
From Dresden.																		
Viâ Trieste in Marks	345	285	285	345	285	270	345	302	302	360	322	322	405	376	376	512	423	423
Viâ Hamburg in Marks	276	210	202	286	227	218	330	277	268	354	294	284	408	344	334	513	449	439

a.—Piece goods. *b.*—5,000 kg. *c.*—10,000 kg.	7.			8.			9.			10.			11.			12.		
	a.	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*	*a.*	*b.*	*c.*
From Augsburg.																		
Viâ Trieste in Marks	437	365	356	437	365	356	437	365	356	437	371	362	551	452	443	510	412	402
Viâ Hamburg in Marks	486	405	385	489	422	402	519	451	431	519	484	461	736	717	694	627	508	485
From Munich (Central Station).																		
Viâ Trieste in Marks	413	347	342	413	347	342	413	347	342	413	352	345	527	433	426	487	393	386
Viâ Hamburg in Marks	504	420	398	507	437	415	537	466	444	537	501	476	754	734	709	645	525	500
From Nuremberg.																		
Viâ Trieste in Marks	450	390	374	460	402	388	484	402	388	488	415	400	602	500	481	561	455	441
Viâ Hamburg in Marks	448	373	356	457	398	381	482	423	406	482	451	431	698	682	662	588	472	452
From Dresden.																		
Viâ Trieste in Marks	403	363	363	425	392	392	455	415	415	478	435	435	717	599	599	501	458	458
Viâ Hamburg in Marks	397	335	322	412	360	347	437	388	375	437	409	394	657	641	626	546	436	421

Mention of the water means of transport must not be omitted. The Danube intersects the whole of Hungary, and also passes through the northern portions of Austria, consequently offering a facility for the conveyance of goods which is utilised to a considerable extent. Several companies exist for the exploitation of this mode of transit, a typical one (probably the largest) being the Danube Steamship Company, which possesses a fleet of 140 steamers and 816 barges, varying in capacity from 1,000 tons downwards, with a traffic in 1907 of 3,196,234 tons.

It is almost a misnomer to use "competition" if the literal meaning be taken. The rates on the water are always lower than the rail, the only point to be remembered is that for the more valuable goods as well as those requiring speedy transport, the rail must always be the favoured agency, provided that the difference between its rates and those applicable by the water is not too marked to secure the traffic. In this sense there is competition, as probably in the absence of water means of communication the rail rates in general might be higher. In fact, in winter, when the Danube is closed to traffic, the rail rates for certain goods for which in summer the Railway competes with the water are increased, *e.g.*—

Examples of the difference between summer and winter rates :—

Article.	Between		Summer.	Winter.	Differences.
			Per 100 kg. in Heller.		
Grain	Vienna	Baja	158	181	33
		Versecy	220	252	32
	Budapest	Ejzek	86	99	13
		Zimony	76	87	11
Flour	Vienna	Baja	140	220	80
		Versecy	214	250	36
	Budapest	Ejzek	86	147	61
		Szeged	100	110	10
Miscellaneous Goods	Budapest	Gyor	130	158	28
Wine	Vienna	Versecy	221	254	33

To-day, however, it is almost justifiable to say that the Railways welcome the existence of the water, as by its utilisation they see a means by which they can dispense with that heavy expenditure which the ever-increasing traffic urgently demands.

No fixed bases are obtainable for water rates, these varying in accordance with circumstances. They are issued in book form and shew the charge to and from each point. The traffic regulations are practically the same as the "Betriebs Reglement" on the Railways, with differences caused by the changed circumstances. For instance, a fixed period for delivery is out of the question.

A few comparisons of Rail and Water Rates are given :—

	Articles of the various Classes per 100 kilos.			
	II.	A.	B.	C.
	H.	H.	H.	H.
Rail, Linz to Vienna	194	134	103	70
Water, do.	168	112	90	64
Rail, Vienna to Budapest ...	238	132	100	80
Water, do.	170	120	92	76

In addition to acting as a competitor, the water also acts as a feeder to the Railway, and through rates are in operation for the conveyance of traffic, partly by rail and partly by water. Incidentally it may be mentioned that a special charge is made for the haulage of wagons between the quays and the stations; in Vienna the charge is 6 kronen per wagon.

There is no State control of Water Rates.

General Notes.

As a general rule on the subject of Nationalisation the public are somewhat apathetic.

That ultimately complete State Ownership of Railways would come to pass has long been recognised, and so long as the public have not suffered in the process they do not appear to have manifested any lively concern.

The private lines purchased have all practically had higher rate bases than those of the State, and so the Nationalisation has not adversely affected the pockets of the traders. However, just at the moment, an exception occurs, and that is in connection with the purchase of the Kaiser Ferdinands Nordbahn, where the trader considers that he has ground for complaint.

Firstly, it has been earlier shown that the through rates are based on the rates applying to each administration, viz., in internal through rates the "Staffel" system applies, the rates for each administration commencing at 1 kilometre, with, of course, the usual arrangement as regards terminals. The trader naturally thinks that he, when the State takes over a line, should have the advantage of the calculation of the rates on the "Staffel" system for the whole distance, which, of course, would really mean a reduction in the rates. In the case of the Kaiser Ferdinands Nordbahn this has not been done; so far as rates are concerned it is treated as a separate concern, except in the Galician section

(this latter may be either owing to its disadvantageous geographical position or for political reasons).

This it will be remembered was one of the questions (Durchrechnung) raised at the meeting of the Advisory Council, the Minutes of which have been given.

Secondly, since the Nationalisation of the Nordbahn a certain rise in the tariffs has occurred. Prior to its being taken over the basis was very much the same as that obtaining on the State lines, in some cases lower, and so certain adjustments have been made, viz.:—

——	Class A.	Special Tariff I. per 100 Kilos.
	H.	H.
Vienna-Lundenburg:		
(*a*) Prior to Nationalisation	68	52
(*b*) After „	69	53
Vienna-Prerau:		
(*a*) Prior to Nationalisation	133	96
(*b*) After „	134	98
Vienna-Zauchtel:		
(*a*) Prior to Nationalisation	163	115
(*b*) After „	164	118

Thirdly, the introduction of the "Stationsgebühr" on the Nordbahn really means a further addition to the cost of transport.

However, although some may suffer in the process, there is little doubt that, if only to remove the inconvenience arising from the multiplicity of tariffs and supplementary charges and to establish a complete rate basis for the whole of the Railway net, complete State Ownership will be welcomed by the public.

The only fear, and it would appear well grounded, is that a general raising of the rates will follow.

In Hungary the State has already attempted to increase the rates, but unsuccessfully, owing to the strong opposition of the traders; it is, however, seen that the continual State deficits will require to be met in some way by raising the rates.

Dealing with the question of the actual working of the lines, the public apparently favour the administration of the private lines, inasmuch as much more commercial principles prevail—the bureaucratic tendency of the State Administration not being held in great regard. Political influence, which, as has been previously explained, plays a very great part in Austria-Hungary as affecting State Railways, from a purely commercial point of view has many obvious disadvantages.

A little incident bearing on this latter point is perhaps worth recording. Without affecting the broad general statement that it has not been the policy of the State in recent years to increase the rates on private lines, there have been one or two exceptions to this general rule in which presumably can be traced the hand of political influence. Some short time ago the Ministry were very anxious to obtain some concessions from the North Western Railway for certain members of the staff of that line, and in return for the granting of these concessions they allowed a slight raising of some of the North Western rates.

The question of rebates is one which raises interesting points; in the majority of cases these rebates are given for guaranteed quantities of traffic and so must naturally apply to large traders. Given a position as obtains to-day in both Austria and Hungary, where the working of the Railways is not satisfactory financially, and additional revenue must be procured, it follows that the application of the additional tax which may be levied applies to large and small traders alike, and hence to some extent the small trader is paying for the advantage which the large trader secures by the greatly reduced rates of the rebate system.

Inability of Railways to cope with traffic.

For financial reasons, expenditure on improvement, &c., in Austria and Hungary has been postponed so long, that the time has now arrived when the Railways have not been able to cope with traffic, either in despatch or in the provision of trucks for conveyance, and in the Report of the Vienna Chamber of Commerce for 1907, there appears the following paragraph:—

> Unfortunately our railways have proved quite incapable of coping with the great increase of traffic. All the main Railways, but more particularly the Nordbahn, which passed into the possession of the State as from January 1st, 1907, have suffered from a scarcity of wagons and locomotives such as has not been hitherto experienced. In addition to this the stations were insufficiently equipped as regards the number of trucks and sheds for dealing with goods; and further, on many of the main railways defects in the superstructure were brought to light.

Again, the most important problem with which the future State Railways Administration will have to deal will be the unavoidable Rate Reform, which must be directed purely and solely to the advancement of our commercial expansion, more especially with regard to facilities for export, and it must be absolutely untrammelled by fiscal considerations. On the other hand, the reorganisation of the State Railway Administration, the chief object of which must be to replace the present bureaucratic control by a commercial body, is of immense importance.

In addition, all the lines in the possession of the State must be properly equipped and widened and provided with sufficient rolling stock with the least possible delay.

Passenger Tariffs.

Fares.

As with goods tariffs so with passenger tariffs, the schemes applying are not uniform. In many cases the Zone system is adopted,* whereas in others rates are charged on the kilometric distance. Examples are appended of the rates on the State Railways and on the principal private lines and "Lokalbahnen."

I.—*Austrian State Lines.*

Distance.	Slow Passenger and Mixed Trains, per person per kilometre.		
	I. Class.	II. Class.	III. Class.
	H.	H.	H.
For distances from 1 to 150 km. ...	8·40	5·04	2·80
For distances from 151 to 300 km. For each km. over 150 km.	8·176	4·816	2·576
For distances from 301 to 600 km. For each km. over 300 km.	7·84	4·48	2·24
For distances over 600 km. For each km. over 600 km.	7·392	4·032	1·792

The fares are calculated in Zones of 10 km., each portion of 10 km. being considered as 10 km.

The III. class express fares are formed by the addition of 1·12 h. per km. (including ticket tax) to the III. class slow train fares. The II. class express fares are formed by doubling, and the I. class express fares by trebling, the difference between the III. class express and slow train fares, and adding the resulting amount to the II. and I. class slow train fares respectively. For distances of 851 km. upwards, in the case of express fares, there are slight exceptions to the above rules owing to the observance of the admissible 50 per cent. maximum difference between slow and express train fares.

From the foregoing bases the actual Zone fares charged are formed, slight variations being made to obtain round figures. The resulting tariff is :—

	Slow and mixed trains.			Express trains.		
Distance.	I. Class.	II. Class.	III. Class.	I. Class.	II. Class.	III. Class.
Km.	Kr. H.	Kr. H.	Kr. H.	Kr. H.	Kr. H.	Kr. H.
1–10	0 90	0 50	0 30	1 20	0 70	0 40
11–20	1 70	1 00	0 60	2 30	1 40	0 80
21–30	2 50	1 50	0 90	3 70	2 30	1 30
31–40	3 40	2 00	1 10	4 90	3 00	1 60
41–50	4 20	2 50	1 40	6 00	3 70	2 00
51–60	5 10	3 00	1 70	7 20	4 40	2 40
61–70	5 90	3 50	2 00	8 30	5 10	2 80
71–80	6 70	4 10	2 30	9 40	5 90	3 20
81–90	7 60	4 60	2 50	10 60	6 60	3 50
91–100	8 40	5 10	2 80	11 70	7 30	3 90
101–110	9 30	5 60	3 10	13 20	8 20	4 40
111–120	10 10	6 10	3 40	14 30	8 90	4 80
121–130	10 90	6 60	3 70	15 40	9 60	5 20
131–140	11 80	7 10	3 90	16 60	10 30	5 50
141–150	12 60	7 60	4 20	17 70	11 00	5 90
151–160	13 40	8 10	4 50	18 80	11 70	6 30

* First introduced in Hungary in 1889.

II.—*Austro-Hungarian State Railway Company.*

The unit rates per passenger per km., including the ticket tax of 12 per cent. on "Hauptbahnen" and 6 per cent. on "Lokalbahnen," amount to :—

Express Trains.			Slow Trains.			Mixed Trains.	
I.	II.	III.	I.	II.	III.	II.	III.
H.	H.	H.	H.	H.	H.	H.	H.
			(*a.*) On "Hauptbahnen"				
11·76	7·84	3·92	8·40	5·60	2·80	4·48	2·24
			(*b.*) On "Lokalbahnen"				
11·13	7·42	3·71	7·95	5·30	2·65	4·24	2·12

The distances are divided from each station or "halte" into specific sections or zones, within which, in the calculation of the fare, each distance up to the termination of the zone is calculated, *e.g.*, the first 50 km. are divided into five zones of 1 myriametre (10 km.).

The next 30 km. are divided into 2 zones of $1\frac{1}{2}$ myriametre (15 km.)
„ 20 km. „ „ 1 zone „ 2 „ (20 km.)
„ 100 km. „ „ 4 zones „ $2\frac{1}{2}$ „ (25 km.)

Thus the first 200 km. are divided into 12 zones.

Distances beyond 200 km. (20 myriametres) are divided in zones of 5 myriametres (50 km.). The total amount of the fare to be paid is in accordance with the following tables :—

(*a.*) *On "Hauptbahnen."*

Zone.	Km.	Express Train.			Slow Train.			Mixed Trains.	
		I.	II.	III.	I.	II.	III.	II.	III.
	H.	H.	H.	H.	H.	H.	H.	H.	H.
1	1–10	120	80	40	90	60	30	50	20
2	11–20	240	160	80	170	110	60	90	50
3	21–30	350	240	120	250	170	90	140	70
4	31–40	470	320	160	340	230	110	180	90
5	41–50	590	390	200	420	280	140	230	110
6	51–65	770	510	260	550	370	180	290	150
7	66–80	940	630	320	670	450	230	360	180
8	81–100	1,180	790	390	840	560	280	450	230
9	101–125	1,470	980	490	1,050	700	350	560	280
10	126–150	1,770	1,180	590	1,260	840	420	670	340
11	151–175	2,060	1,370	690	1,470	980	490	790	390
12	176–200	2,350	1,570	790	1,680	1,120	560	900	450
13	201–250	2,940	1,960	980	2,100	1,400	700	1,120	560
14	251–300	3,530	2,350	1,180	2,520	1,680	840	1,350	670
15	301–350	4,120	2,750	1,370	2,940	1,960	980	1,570	790
16	351–400	4,710	3,140	1,570	3,360	2,240	1,120	1,790	900
17	401–450	5,290	3,530	1,770	3,780	2,520	1,260	2,020	1,010
18	451–500	5,880	3,920	1,960	4,200	2,800	1,400	2,240	1,120
19	501–550	6,470	4,310	2,160	4,620	3,080	1,540	2,470	1,230

(*b.*) *On "Lokalbahnen."*

Zone.	Km.	Express Train.			Slow Train.			Mixed Trains.	
		I.	II.	III.	I.	II.	III.	II.	III.
		H.	H.	H.	H.	H.	H.	H.	H.
1	1–10	110	80	40	80	50	30	40	20
2	11–20	220	150	80	160	110	50	90	40
3	21–30	340	220	110	240	160	80	130	70
4	31–40	450	300	150	320	210	110	170	90
5	41–50	560	370	190	400	270	130	210	110
6	51–65	730	480	240	520	350	170	280	140
7	66–80	890	600	300	640	430	210	340	170
8	81–100	1,110	740	370	800	530	270	430	210
9	101–125	1,390	930	470	1,000	660	330	530	270
10	126–150	1,670	1,110	560	1,190	800	400	640	320
11	151–175	1,950	1,300	650	1,390	930	470	740	370
12	176–200	2,230	1,490	740	1,590	1,060	530	850	430
13	201–250	2,780	1,860	930	1,990	1,330	660	1,060	530
14	251–300	3,340	2,230	1,110	2,390	1,590	800	1,270	640

These rates apply also to the North Western and South North German Connecting Lines.

III.—*Southern Railway Company.*

The rates on the Südbahn vary, *e.g.*:—

Unit Rates per Passenger per km.—Concession Tariff.

Express Train.			Slow Train.		
I.	II.	III.	I.	II.	III.
H.	H.	H.	H.	H.	H.
11·4	8·544	5·688	9·5	7·12	4·74

The above unit rates, however, are not made use of at the present moment in calculating the fares, which are reckoned in accordance with the following "Ausnahme" Tariff:—

Unit Rates per Person per km.

	Express Trains.			Slow Trains.			Mixed Trains.	
	I.	II.	III.	I.	II.	III.	II.	III.
	H.	H.	H.	H.	H.	H.	H.	H.
For distances of 1–600 km.	9·1	6·825	4·55	7·0	5·25	3·5	3·9375	2·625
Over 600 km. for each km. above 600 km.	7·8	5·85	3·9	6·0	4·5	3·0	—	—

The above rates do not include the ticket tax, inclusive of which the rates are as follows:—

A.—On the Austrian Lines.

For each km.	Fast Trains.			Slow Trains.			Mixed Trains.	
	I.	II.	III.	I.	II.	III.	II.	III.
	H.	H.	H.	H.	H.	H.	H.	H.
For distances of 1–600 km.	10·192	7·644	4·98225	7·84	5·88	3·8325	4·41	2·874375
For distances over 600 km. for each km. beyond 600 km.	8·736	6·552	4·2705	6·72	5·04	3·285	3·78	2·46375

B.—On the Hungarian Lines.

Zone.	Fast Train.			Zone.	Slow Train.		
	I.	II.	III.		I.	II.	III.
	Kr. H.	Kr. H.	Kr. H.		Kr. H.	Kr. H.	Kr. H.
I.	—	—	—	I.	0 80	0 40	0 30
II.	—	—	—	II.	1 00	0 60	0 40
III.	—	—	—	III.	1 20	0 80	0 50
1	2 20	1 50	0 90	1	1 80	1 20	0 80
2	3 60	2 40	1 50	2	2 90	2 00	1 20
3	5 40	3 60	2 20	3	4 40	2 90	1 80
4	7 20	4 80	2 90	4	5 80	3 90	2 40
5	9 00	6 00	3 60	5	7 20	4 80	3 00
6	10 80	7 20	4 40	6	8 70	5 80	3 60
7	12 60	8 40	5 10	7	10 10	6 80	4 20
8	14 40	9 60	5 80	8	11 60	7 70	4 80
9	16 20	10 80	6 50	9	13 00	8 70	5 40
10	18 00	12 00	7 20	10	14 40	9 60	6 00
11	19 80	13 20	8 00	11	15 90	10 60	6 60
12	21 60	14 40	8 70	12	17 30	11 60	7 20
13	25 20	16 80	10 40	13	19 50	13 00	8 40
14	28 80	19 20	12 00	14	21 60	14 40	9 60
15	32 40	21 60	13 20	15	25 20	16 80	10 80
16	36 00	24 00	14 40	16	28 80	19 20	12 00

IV.—*Other Private Railways.*

Unit rates per Person per km. (including ticket tax).

—	Fast Trains.			Slow and mixed Trains.		
	I.	II.	III.	I.	II.	III.
	H.	H.	H.	H.	H.	H.
Aussig—Teplitz Railway Company, without distinction of distance.	10·08	7·28	3·92	6·72	5·04	2·80
Bohemian Northern Railway and Buschtehrader Railway—						
For distance of 1–150 km. ...	11·76	7·28	3·92	8·40	5·04	2·80
For distance of 151–300 km., for each km. beyond 150 km.	11·536	7·056	3·696	8·176	4·816	2·576

The fares are calculated in zones of 10 km. Portions of 10 km. are considered as 10 km.

V.—*Vienna Aspang Railway.*

Slow Train Unit Rates per Person per km. (including ticket tax).

I.	II	III.
6·72 h.	4·48 h.	2·24 h.

The distances from each station are uniformly divided into specific zones, within which, in calculating the fares, each distance is calculated up to the extremity of this zone, *i.e.* :—

The first	50 km.	are divided into	5	zones of	10 km.
The following	30 „	„ „	2	„	15 km.
The last	20 „	„ „	1	„	20 km.

VI.—*Hungarian State Railways.*

Traffic.	Zone.	Km.	Fares for one person (including ticket tax and stamp duty).					
			Fast Trains.			Slow and Mixed Trains.		
			I.	II.	III.	I.	II.	III.
			Kr. H.	Kr. H.	Kr. H.	Kr. H.	Kr. H.	Kr. H.
(*a.*) Short distance ...	I.	1–10	If fast trains are used			0 60	0 30	0 20
	II.	11–15	the fares of Zone 1, long			0 80	0 44	0 30
	III.	16–20	distance are to be paid.			1 00	0 60	0 40
(*b.*) Long distance ...	1	21–27	1 80	1 20	0 70	1 50	1 00	0 60
	2	28–40	3 00	2 00	1 20	2 40	1 60	1 00
	3	41–55	4 50	3 00	1 80	3 60	2 40	1 50
	4	56–70	6 00	4 00	2 40	4 80	3 20	2 00
	5	71–85	7 50	5 00	3 00	6 00	4 00	2 50
	6	86–100	9 00	6 00	3 60	7 20	4 80	3 00
	7	101–115	10 50	7 00	4 20	8 40	5 60	3 50
	8	116–130	12 00	8 00	4 80	9 60	6 40	4 00
	9	131–145	13 50	9 00	5 40	10 80	7 20	4 50
	10	146–160	15 00	10 00	6 00	12 00	8 00	5 00
	11	161–175	16 50	11 00	6 60	13 20	8 80	5 50
	12	176–200	18 00	12 00	7 20	14 40	9 60	6 00
	13	201–225	21 00	14 00	8 60	16 20	10 80	7 00
	14	226–300	24 00	16 00	10 00	18 00	12 00	8 00
	15	301–400	27 00	18 00	11 00	21 00	14 00	9 00
	16	401–	30 00	20 00	12 00	24 00	16 00	10 00

VII.—*Lokal Railway Brandeis a.d. Elbe-Neratowitz.*

(*Worked by the State Railway Company.*)

The following example is appended of the rate bases on a typical "Lokalbahn."

The Unit rates per person per kilometre including the 6 per cent. ticket tax accruing to the State by virtue of the Law of July 19th, 1902, amount to :—

Slow and Mixed Trains.

I.	II.	III.
9·54 h.	6·36 h.	4·24 h.

The minimum fares charged are :—

I.	II.	III.
80 h.	50 h.	30 h.

LUGGAGE CHARGES.

The charge made for the transportation of luggage is again a variable figure. On the State Lines and on the Südbahn the tariff is as follows :—

For each commenced 10 kg. of luggage and per kilometre a charge of 0·4 h. is made for distances of 1–300 km., for longer distances, for each kilometre beyond 300 km. a charge of 0·3 h. is made.

The charges are calculated in zones of 10 km. portions of 10 km. being considered as 10 km. The minimum charge is 20 h.

On the North Western and South North German Connecting Lines, there is a charge of 0·4 h. for the whole distance.

On the Hungarian State Railways the Zone system is adopted :—

Kilometres.

1–50 ... 51–100 ... 101–200 ... 201–300 ... 301–450 ... 451–600 ... 600–

Kronen per 10 kg.

0·10 ... 0·20 ... 0·40 ... 0·60 ... 0·80 ... 1·00 ... 1·20

50 kg. will be considered the minimum weight in one consignment

Interest in the Delivery.

In addition to these charges, it is also possible to insure delivery in the same way as for goods traffic, the fee in general being 2·5 heller per tariff kilometre, and per 1,000 kronen, the amount of the value declared being rounded off into 10 Kr. and the distance into 10 kilometres.

Laws Governing Rates and Fares.

Taking now the legal aspect in relation to the system of fares in Austria, the maximum fares were fixed by the laws of 1877 and 1890, extracts from which are given and which show that the present fares are well within those maxima.

Law of July 15th, 1877.

The maximum tariffs for the conveyance of passengers are hereby fixed as under, viz. :—

	Per person and km.
For the 1st class	5·0 kreuzer.
„ 2nd class	3·6 „
„ 3rd class	2·4 „

Austrian currency in silver.

In the case of fast trains these rates may be increased by 20 per cent. if such trains be not entirely composed of first class coaches, and if the average speed of these trains (including stops at stations) on those sections of line where there are no gradients of 15 in 1,000 and upwards is at least 37 km. per hour, and on the sections of line where gradients of 15 to 25 in 1,000 occur, is at least 24 km. per hour.

On sections where there are still steeper gradients the speed of the fast trains will be fixed by the Minister.

In the case of mixed trains the above rates are to be reduced by 20 per cent. The Minister, however, has the power to suspend this regulation on those lines on which mixed trains are exclusively run, regard being had to individual circumstances.

Law of May 25th, 1890.

In altering the stipulations of the Law of 1877, respecting maximum tariffs for the conveyance of passengers on railways, the Government is empowered, in fixing the new tariff based on reduced unit ates and division into the zone tariff (Kreuzer Zone tariff) to be introduced on the State lines—

1. In those isolated instances where the new tariffs at the commencement of a few zones are higher than the former specified maximum rates, to exceed such rates accordingly.
2. To raise the additional payment for fast trains from 20 per cent. to a maximum of 50 per cent. of the new slow train fares.
3. To disregard the mixed train tariffs as laid down by the former law.
4. To abolish free luggage and make a charge instead of a maximum of 0·2 Kreuzer Austrian currency for every 10 kg. and 1 km.

Ticket tax.

The ticket tax to which reference has been made is in accordance with the law of July 19th, 1902.

Ticket Tax Law of July 19th, 1902.

A special ticket tax will be levied on the passenger traffic on all Railways within the territory of the countries represented in the "Reichsrath."

This tax is to be paid by all persons who purchase tickets from the various Railways, and amounts to, without prejudice to what is hereafter stated—

(*a.*) On "Hauptbahnen" 12 per cent.
(*b.*) On "Lokalbahnen" 6 per cent.
(*c.*) On "Kleinbahnen" 3 per cent.

of the fares which are at present in force over the territory to which this present law applies.

For traffic to and from Hungary, Bosnia, and Herzegovina, and beyond, the ticket tax amounts to 10 per cent. of that proportion of the fare applying to the sections of line, within the territory to which the present law applies.

On "Hauptbahnen" where the normal third class tariff is on the average more than 20 per cent. higher than the same tariff on the Austrian State Railways, the ticket tax for this class will be fixed at 9·5 per cent. (and 7·5 per cent. in the cases mentioned in the preceding paragraph) of the fares charged.

Recourse to the ordinary Law Courts to decide as to whether or not a tax has to be paid in accordance with the provisions of this law, or as to the amount of same, is precluded.

The Ministry of Finance in conjunction with the Ministry of Railways will decide as to the calculation and payment of the tax.

The following are exempted from the provisions of this law :—

(*a.*) The Imperial Court.
(*b.*) Persons conveyed under the military tariff.
(*c.*) Workmen and persons seeking work, duly attested to be such by the Bureaus specially entitled to grant such certificates by Royal Decree, in so far as special tickets at reduced prices are issued to them, in respect to which detailed instructions (especially as regards the minimum fare upon which a tax will not be levied) will be issued by Royal Decree.

The following are also exempt from the provisions of this law :—

(*a.*) The passenger traffic on those "Kleinbahnen" which serve the traffic of a "Gemeinde" (rural district) and its immediate surroundings within a radius of 10 km. from the boundary of the "Gemeinde." If a line extend beyond this radius the traffic on that portion of line extending beyond such radius is subject to the ticket taxes.

(*b.*) The Traffic on the Vienna Town Railway, which is exempt from taxation by virtue of the Concession of December 18th, 1892.

The "Stempelgebühr" fixed by Law of December 13th, 1862, and the "Procentualgebühr" fixed by the Law of December 21st, 1894 (which supersedes the former Law) on passenger tickets hereby become inoperative.

For traffic to and from Hungary, &c., the above-mentioned "Stempelgebühr" will still remain in force, with the alteration that it will be levied without limitation as to amount of maximum duty (Maximalgebühren) fixed by the Law of December 13, 1862.

Similarly, the "Stempelgebühr," with the foregoing alteration, will still apply to the steamship traffic.

Persons holding free passes or specially reduced tickets are subject to a "Stempelgebühr."

This tax, for single or return journey passes, &c., amounts to—

(*a.*) III. Class, 50 h.
II. „ 1 kr.
I. „ 2 „

(*b.*) Journeys at reduced fares in—
III. Class, 25 h.
II. „ 50 h.
I. „ 1 kr.

and in the case of permits for several journeys—

(*a.*) free passes in
III. Class, 5 kr.
II. „ 10 „
I. „ 20 „

(*b.*) journeys at reduced fares—
III. Class, 2 kr. 50 h.
II. „ 5 „
I. „ 10 „

If the permit is available for several persons then the tax is to be paid by each separate passenger.

The following are exempt from the tax :—

(*a.*) Permits based on obligations arising from Laws, Royal Decrees, or Concessions.

(*b.*) Permits granted by Railway Administrations to their own staff, workmen, and families or to the employees of other Administrations.

Transport Tax, Hungary.

In Hungary a tax, known as a "Transport" tax, operates in connection with passengers, goods, and luggage. The charge in connection with goods has already been given ; in the case of passengers and luggage it is 18 per cent. of the transportation charge. There is also an "Ararische" stamp duty of 2 per cent. on the passenger fare.

Platform Tickets.

The whole of the stations are "closed" in Austria and Hungary and to obtain access to the platforms, &c. tickets have to be purchased. The regulations of all Railways are practically identical with respect to these tickets, viz. :—

Persons are not allowed on the platforms, &c., unless in possession of railway or platform tickets.

Tickets admitting once may be obtained at a price of 20 h.

Season tickets available for a calendar month cost 3 kr. per person. In the following cases persons may obtain access to the platforms, &c. without entrance tickets :—

1. Children under 10 years of age, accompanied by adults, the latter being in possession of platform tickets.
2. Passengers, who, owing to late arrival, have not been able to obtain a ticket at the booking office and have been admitted to the platform on promising to pay the fare in the train.

Platform tickets must be shewn to the ticket collectors at the barriers, and given up to them on leaving the station.

Luggage Porters.

Luggage porters must be paid by the passenger, but their Scale of Charges is officially announced by the Railway, the appended tariff being taken from the Tariffs of the Austrian State Railway.

For carrying hand baggage from the train to cabs, &c., or *vice versâ*, per article ...	6 h.
Minimum	20 h.
Maximum	1 kr.
For carrying luggage from train to cabs, &c., or *vice versâ*, for each commenced 20 kg.	10 h.
Minimum per luggage ticket	20 h.

Workmen's tickets are issued on all lines and according to practically common regulations.

Workpeople (male and female) provided with a workman's certificate are conveyed at the undermentioned fares (Sundays excepted) between the station situated nearest to their place of residence and the stations near to their place of employment or *vice versâ* up to a distance of 100 km. in third-class carriages of slow trains.

km.	Single journey.	km.	Single journey.
	H.		H.
1–10	13	51–60	75
11–20	26	61–70	89
21–30	40	71–80	102
31–40	49	81–90	111
41–50	62	91–100	125

The following categories of workpeople are entitled to this reduction :—

(*a.*) "Gehilfe" assistants not paid a yearly or monthly wage, *i.e.*, the following are therefore excepted :—Foremen mechanics, book-keepers, cashiers, draughtsmen, overseers, &c.

(*b.*) Workpeople in factories.

(*c.*) Apprentices.

(*d.*) Agricultural and Forestry Labourers.

(*e.*) Miners.

(*f.*) Labourers paid a daily wage.

Workmen employed temporarily by their employer at places other than their usual places of work are not entitled to any reduction for such journeys.

On certain sections of line workmen may only travel by certain specified trains, such trains being announced by the exhibition of special notices on the stations.

Light hand luggage and provision baskets may be taken into the compartments.

The work certificate must be shown to the ticket examiners together with the ticket.

Certificates not properly completed or on which erasures have been made will not be accepted.

The confirmation of a false declaration that the holder of a workman's certificate belongs to a category entitling him to reduced fares renders the person who has confirmed such declaration liable for damages. In such cases the Company reserves the right to prosecute.

If a Certificate be made use of by an unauthorised person or if a certificate be wrongly used to obtain reduced fares, then the certificate will be retained and the person in whose possession it was must pay a fine of 6 kronen. In addition, the Company reserve the right to prosecute.

Workmen's weekly tickets are issued on certain sections at certain definite fares (varying according to district, but in general based on the single journey fares), available for one journey in each direction on each of the six working days. The use of fast, express, or "Luxus" trains is entirely prohibited.

As a general rule the outward journey must be completed before 8 a.m., and the returning journey must not be commenced before 6 p.m. On holidays, however, workmen's tickets may be used after noon for the return journey. Exceptions which are absolutely essential owing to the special nature of work or the train services on certain sections of the line, will only be made on adequate reasons being furnished by the workmen and confirmed by the employer in writing on the certificates.

After the completion of the last journey the weekly ticket, together with the certificate, must be handed in at the station where the workman resides and the new ticket and the certificate can then be obtained early on Monday on payment of the amount of fare.

Workmen's weekly tickets may also be obtained for a portion of a week on payment of the fare as for a whole week ; the validity of such ticket will expire, however, on the Saturday of the week in which it was issued.

Break of journey is not allowed with workmen's weekly tickets.

If the holder of such ticket alights at some station intermediate to the destination station, then the ordinary fare must be paid for the journey between such station and the destination station.

A higher class of carriage may not be used even on payment of the difference in fare.

Every applicant for a weekly ticket must first of all give in his name, together with his photograph, to the booking clerk at the station where he intends to procure his ticket. This photograph must be carte de visite size (10·5c. long and 6·5c. wide).

The booking clerk must affix this photograph to the certificate.

The applicant must then get his employer to certify that he is a *bona fide* workman, and must also get the Municipal Authorities to testify as to his place of residence. When this has been done, the form must be handed in at the station from which it was obtained, in order that it may be examined by the Administration.

Workmen's party tickets.

Workpeople belonging to the aforementioned categories and provided either by Austrian, Hungarian, or foreign officials with documents, passports, or other certificates confirming their identity, and travelling in groups of at least five persons, and for distances of at least 50 km., will be conveyed at reduced fares by means of special workmen's tickets.

These tickets are issued at the following fares (the example is taken from the rates applicable to the Südbahn ; on the State lines the minimum is 100 kilometres and 10 persons) :—
The fares are for single journeys, and are usually based on half the ordinary fares.

Fares per person, III. Class.		Fares per person, III. Class.	
Km.	Kronen.	Km.	Kronen.
50	0·86	250–275	4·84
51–60	1·05	276–300	5·25
61–70	1·23	301–350	6·11
71–80	1·41	351–400	6·98
81–90	1·59	401–450	7·89
91–100	1·78	451–500	8·76
101–110	1·91	501–550	9·63
111–120	2·10	551–600	10·50
121–130	2·28	601–650	11·27
131–150	2·64	651–700	12·00
151–175	3·05	701–750	12·73
176–200	3·51	751–800	13·51
201–225	3·92	801–850	14·24
226–250	4·38	851–900	15·02

(These tickets are exempt from ticket tax by virtue of the Law of July 19th, 1902.)

Season Tickets.

There are several kinds of periodical tickets in force in Austria and Hungary, and although in general there is much similarity, there is not absolute uniformity in the methods of the various lines.

Austrian State Lines (district season tickets).

Season Tickets are issued for the district of one Direction or for any combination whatsoever of State Railway districts, including the district of the "Nordbahn" Direction.

The minimum charge per ticket in all cases is :—

	Kronen, including Ticket Tax.		
	I. Class.	II. Class.	III. Class.
(*a*) For one calendar year—			
One person	1,020	620	350
Two persons	1,320	840	480
(*b*) For six calendar months—			
One person	720	440	250

If in combinations of districts the separate amounts as shewn in the tables* exceed in total the minimum charge as above such total amount will be charged.

* The tables referred to shew the rates for each district. Taking for instance the district of Pilsen the table reads like this :—

	Comprising	Including Ticket Tax.								
		12 months.						6 months.		
		1 person.			2 persons.			1 person.		
		I.	II.	III.	I.	II	III.	I.	II.	III.
		Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
876 km. Pilsen.	Gmund-Eger, Asch-Rossbach-Adorf, Dux - Saaz - Pilsen-Eisenstein, Pilsen-Furth i. W. Horazdovic - Babin - Klattau, Janovic - Taus, Kaschitz-Radonitz, Chodau-Neudek, Neusattel-Elbogen, Budweis-Salnau.	360	220	120	480	290	160	240	150	80

and so for each of the districts, the price varying.

However, in the case of the combination of four districts, or less than four districts, provided the total length of the combined net comprises at least 3,000 km., a reduction of 10 per cent. on the total amount will be allowed without prejudice to the minimum charge. Further in combinations of—

5 and 6 districts a reduction of 20 per cent. will be granted on the total amount.
7 and 8 „ „ 30 per cent. „ „ „
9 and more „ „ 40 per cent. „ „ „

These district rates are, however, only useful when deciding the price of a combination of districts. If a ticket for one single district is required, the full minimum has to be paid.

Südbahn (Long-Distance Season Tickets).

Available for	Price of Annual Season Tickets, including Ticket Tax.		
	I.	II.	III.
	Kr.	Kr.	Kr.
The whole of the Austrian lines of the Südbahn including the Vienna-Pottendorf-Wr-Neustadt Railway, also the "Lokalbahnen" Liesing, Kaltenleutgeben, and Spielfeld-Radkersburg.	925	700	455

In addition to the above, Long-Distance Season Tickets are issued for the direct traffic between the Austrian and Hungarian Lines of the Südbahn as under :—

Available for	Price of Season Tickets, including Ticket Tax and Hungarian Transport Duty and Stamp.		
	I.	II.	III.
	Kr.	Kr.	Kr.
The whole of the lines in Hungary, and for the lines Lajtaszentmiklos-Vienna and Csaktarnya-Zapresic via Pragerhof-Steinbrück.	814	622	400
The whole of the Austrian and Hungarian lines of the Südbahn including the Vienna-Pottendorf-Wr-Neustadt Railway, and the "Lokalbahnen" Liesing-Kaltenleutgeben, and Spielfeld-Radkersburg.	1,215	910	600

Austrian State Lines (Short Distance Season Tickets).

On the Austrian State Lines Short-Distance Season Tickets are also issued on the following basis :—

Price of Tickets including Ticket Tax.

Kilometre Zones.	Annual.			Six Months.			One Month.		
	I.	II.	III.	I.	II.	III.	I.	II.	III.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1–5	175	105	59	108	66	36	18	11	6
6–10	280	176	99	170	108	60	30	18	10
11–15	334	201	113	200	125	70	42	25	14
16–20	360	226	127	220	140	80	54	32	18
21–25	400	251	141	250	160	90	60	36	20
26–30	440	277	156	280	180	100	66	40	22
31–35	480	302	170	300	200	105	72	44	24
36–40	510	327	180	320	210	110	78	47	26
41–50	540	345	195	340	220	120	85	52	30
51–60	560	355	205	350	225	125	92	56	34
61–70	590	370	220	365	230	135	99	60	38
71–80	610	380	230	380	240	140	106	64	42
81–90	635	395	240	395	245	150	113	68	45
91–100	650	405	255	405	250	155	120	72	48

Tickets are also issued for three months on payment of three times the price of a monthly ticket.

If there are several routes between the two stations between which the ticket is issued, the holder will be entitled to use all such routes only on payment of the price calculated on the longest distance, a special remark that this has been done being printed on the ticket.

Südbahn.

On the Südbahn, short distance tickets are issued at the following rates :—

Price including Ticket Tax.

Km.	1 month.			2 months.			3 months.			4 months.			5 months.			6 months.			1 Calendar Year.		
	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1–5	14	12	7	26	22	13	36	30	18	45	38	23	57	47	29	63	53	32	90	75	45
6–10	30	23	14	56	43	26	78	60	36	98	75	45	122	94	57	146	105	63	195	150	90
11–15	43	32	21	81	60	39	114	84	55	143	105	68	179	132	85	200	147	95	285	210	135
16–20	57	43	27	107	81	51	150	114	72	188	143	90	235	179	113	263	200	126	375	285	180
21–25	72	54	36	136	102	68	192	144	96	240	180	120	300	225	150	336	252	168	480	360	240
26–30	80	63	43	162	119	81	228	168	114	285	210	143	357	263	179	399	294	200	570	420	285
31–40	113	86	57	213	162	107	300	228	150	375	285	188	469	357	235	525	399	263	750	570	375
41–50	142	106	70	268	200	132	378	282	186	473	353	233	591	471	291	662	494	326	—	—	—

NOTE.—Short distance Season Tickets are not issued for 7, 8, 9, 10 and 11 Calendar months.

Austro-Hungarian State Railway Company.

THE CHARGES on the Austro-Hungarian State Railway Company's system are for both short and long distances.

Price per Ticket, including Tax.

Km.		Available for 1 year.			Available for 6 months.		
From	To	I.	II.	III.	I.	II.	III.
		Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1	50	320	230	180	240	170	140
51	100	450	320	260	330	240	200
101	150	560	410	330	420	300	240
151	250	650	460	370	480	340	280
251	350	740	520	420	550	380	310
351	450	830	580	460	620	430	330
451	550	920	630	570	680	470	380
551	and over	1,010	680	640	750	500	400

Hungarian State System.

Season Tickets available for 12 months, for six months and for 15 days, over the whole of the System (about 8,000 kilometres), are issued at the following prices :—

I.—For one year :—

(*a.*) For one person—

I. Class ... ... 1,100 Kr.
II. „ ... ... 770 „
III. „ ... ... 440 „

(*b.*) Tickets interchangeable for two persons belonging to one and the same firm (Chief or Representative)—

I. Class ... ... 1,450 Kr.
II. „ ... ... 1,000 „
III. „ ... ... 600 „

II.—For six months (day of issue included) for one person :—

I. Class ... ... 770 Kr.
II. „ ... ... 540 „
III. „ ... ... 300 „

III.—For 15 days (day of issue included) but only issued in the months of June, July and August:—

I. Class	... ...	120 Kr.
II. „	... ...	80 „
III. „	... ...	40 „

Annual Season Tickets are issued over the Hungarian Lines of the Kaschau–Oderberg Railway (about 380 kilometres) at the following fares:—

I. Class	... ...	400 Kr.
II. „	... ...	300 „
III. „	... ...	200 „

The full price must be paid even though a ticket be taken during the course of a year. Annual season tickets are not issued for single sections of the line.

General Regulations as to Season Tickets.

The conditions governing the issue of such season tickets are practically identical on all railways, State and Private, the regulations stipulating that tickets are not transferable and that a photograph of the holder must be affixed to the ticket in all cases. No refund whatever is made in the case of a lost ticket, nor will a fresh one be made out free of charge. A payment of 2 kronen is usually required for making out the ticket.

On the Hungarian Lines, tickets obtained for employees of business firms may be re-issued once during the year (the three last months excepted) in the name of another employee of the same firm on payment of the issuing fee and 50 per cent. of the value of the ticket for the period which it has still to run.

On the Hungarian Lines also a deposit is required to the following amounts in addition to the purchase price:—

Yearly and half-yearly tickets—

I. Class	... ...	50 Kr.
II. „	... ...	30 „
III. „	... ...	20 „

15 day tickets—

I. Class	... ...	15 Kr.
II. „	... ...	10 „
III. „	... ...	5 „

The deposit will be returned if the ticket with photograph attached is handed in at the booking office within 48 hours after expiry of the period of availability, otherwise the deposit will be forfeited to the State Railways, and no claim can be raised for its restitution.

Coupon Tickets.

Another form of season ticket is that whereby tickets are issued in books of forty coupons available for six months (the rates not being based on kilometric distances, but being exhibited in tables at the various stations).

The coupons to be used on the journey are to be taken out of the book in number order before use, presented to the ticket examiner at the barriers for punching or to the booking office for stamping, and given up on completion of the journey.

The holder of the season ticket book is bound to use the coupons in arithmetical sequence, and to comply with the Company's rules and regulations without demur.

Two children of from 4 to 10 years of age may travel with one coupon in the respective class of carriage.

Children of 4 to 10 years of age travelling alone must each use one coupon. A child of 4 to 10 years of age may, however, travel in a second class carriage with a third class coupon.

An adult with a child of 4 to 10 years of age may travel third class with one second class coupon. The season tickets entitle the holder to travel by any trains shewn in the time tables conveying passengers (express and "Luxus" trains excepted). If fast trains, however, be used, the difference between the fast and slow train fares for the journey performed must be paid (on the Hungarian State Line under no circumstances are these tickets available in fast trains).

No refund will be made on season ticket books which have not been completely used within the period of their validity, neither will such period be extended.

Passengers producing unpunched coupons, or coupons taken from the book not in numerical sequence, or who cannot produce the book from which the ticket was taken, will be considered as persons travelling without a proper ticket, and will be liable to a fine in accordance with the Bye-laws of the Company.

Tickets for 10 *out and home journeys.*

On the "Südbahn" packets containing tickets available for 10 out and home journeys are issued available in slow and fast trains up to distances of 130 km. as under :—

Season tickets for 10 out and home journeys are issued in packets; the left portion of the ticket is for the outward, and the right half for the return journey.

On the outward journey (which must precede the home journey) both halves of the ticket must be shewn together (not separated). The various tickets will, in addition, only be valid when the ticket stamped with the number 10 is produced at the same time; this last-named ticket must only be used after the preceding nine have been used.

The season tickets entitle the holder to make 10 outward journeys within the calendar year during which they were purchased, and during the months of January, February, March and April of the following year, in the class of carriage and train and over the section of line for which they are available, as shewn on the tickets. Persons holding slow train season tickets may travel by express trains if they purchase the necessary supplementary tickets, unless otherwise provided in the time tables. Sleeping car trains can under no circumstances be utilised by persons holding season tickets.

The tickets intended for use must be stamped or punched by the ticket examiner at the barrier, both on the outward and return journey.

For a child between 4 and 10 years of age, as well as for two children between 4 and 10 years of age, travelling together, one ticket must be punched or stamped.

The ticket stamped for the particular journey, and also the 10th ticket of the series, in accordance with the regulations, must be shown to the Ticket Inspector on request.

The rates are :—

Express and Slow Train "Strip" Tickets for 10 *outward and return journeys.*

Price, including ticket tax.

Zone.	Kilometres.	Fast Train Tickets.			Slow Train Tickets.		
		I.	II.	III.	I.	II.	III.
		Kr. H.	Kr. H.	Kr. H.	Kr. H.	Kr. H.	Kr. H.
1	1–5	8 70	6 50	4 30	6 70	5 00	3 30
2	6–10	17 30	13 00	8 50	13 30	10 00	6 50
3	11–15	26 00	19 50	12 70	20 00	15 00	9 80
4	16–20	34 70	26 00	17 00	26 70	20 00	13 10
5	21–25	43 30	32 50	21 20	33 30	25 00	16 30
6	26–30	52 00	39 00	25 40	40 00	30 00	19 60
7	31–40	69 30	52 00	33 90	53 30	40 00	26 10
8	41–50	86 70	65 00	42 40	66 70	50 00	32 60
9	51–60	104 00	78 00	50 80	80 00	60 00	39 10
10	61–70	121 30	91 00	59 30	93 30	70 00	45 60
11	71–80	138 60	104 00	67 80	106 60	80 00	52 10
12	81–90	156 00	117 00	76 20	120 00	90 00	58 70
13	91–100	173 30	130 00	84 70	133 30	100 00	65 20
14	101–110	190 60	143 00	93 20	146 60	110 00	71 70
15	111–120	207 90	156 00	101 70	160 00	120 00	78 20
16	121–130	225 30	169 00	110 10	173 30	130 00	84 70

Legitimationen.

Still another system, known as "Legitimationen," which entitles the holder to travel on payment of half the ordinary fares for the class of carriage and train used, is in existence on certain lines in Austria and Hungary. The price for such "Legitimationen" on the Austrian State Lines is (including ticket tax) :—

I. Class.	II. Class.	III. Class.
320 kr.	190 kr.	120 kr.

Third class "Legitimationen" only entitle the holder to travel with half tickets in the third class.

Second class "Legitimationen" entitle the holder to travel with half tickets in the second and third class, and the holder of first class "Legitimationen" is entitled to travel in all three classes with half tickets. Holders of "Legitimationen" may travel by all fast and slow passenger trains shown in the time tables provided that such trains be composed of the class of carriage corresponding to the class of ticket held.

Holders of "Legitimationen" must obtain the necessary tickets before commencing the journey, otherwise they will be considered as travelling without a proper ticket and dealt with in accordance with the Regulations.

Scholars' Monthly Tickets.

Scholars' monthly tickets are issued for distances up to 50 km., the regulations governing their issue being practically identical on all lines.

The regulations follow, and as an example the tariff for such tickets on the Südbahn is appended :—

Scholars' tickets will be granted to pupils of both sexes of all educational establishments recognised by the Public Authorities for the sole purpose of attending such establishments. Scholars' tickets will not be issued to persons attending night school, evening or Sunday continuation classes, music, sewing, cooking, and language classes, &c.

Scholars' tickets are available during the calendar month for which they are issued—but exclusively for the purpose of attending school—for any number of journeys over the section of line, and for all slow passenger trains shown in the time tables for which they are valid. Express and sleeping-car trains, &c., may not be used, even though payment of the supplementary fare be offered.

Scholars' tickets may also be issued for a portion of a month on payment of the price charged for a ticket available for a whole month, but its validity will not extend beyond the last day of the calendar month in which it was issued.

Break of journey is not allowed with scholars' tickets.

Holders of scholars' tickets may not make use of a higher class of carriage even by payment of the additional fare.

Each applicant for a scholars' ticket must, as a preliminary step, give his name together with his photograph to the booking clerk at the station where he intends to procure a ticket. This photograph must be carte-de-visite size.

The booking clerk must affix this photograph to the application form, and the applicant must get the Headmaster of his school to testify that he is a *bonâ-fide* scholar and also get the Municipal Authorities to certify as to his place of residence. The form must then be handed in at the station from which the applicant obtained it in order that it may be examined and stamped by the Administration.

Price of Scholars' Monthly Tickets, including Ticket Tax.

Kilometres.	II.	III.	Kilometres.	II.	III.	Kilometres.	II.	III.
	Kr.	Kr.		Kr.	Kr.		Kr.	Kr.
1–8	8·10	5·30	23	17·20	11·20	38	22·20	14·50
9	8·80	5·70	24	17·50	11·40	39	22·50	14·70
10	9·40	6·20	25	17·80	11·60	40	22·90	14·90
11	10·10	6·60	26	18·20	11·80	41	23·20	15·10
12	10·80	7·00	27	18·50	12·10	42	23·50	15·40
13	11·40	7·50	28	18·80	12·30	43	23·90	15·60
14	12·10	7·90	29	19·20	12·50	44	24·20	15·80
15	12·80	8·30	30	19·50	12·70	45	24·50	16·00
16	13·50	8·80	31	19·80	12·90	46	24·90	16·20
17	14·10	9·20	32	20·20	13·20	47	25·20	16·40
18	14·80	9·70	33	20·50	13·40	48	25·60	16·70
19	15·50	10·10	34	20·90	13·60	49	25·90	16·90
20	16·10	10·50	35	21·20	13·80	50	26·20	17·10
21	16·50	10·80	36	21·50	14·00			
22	16·80	11·00	37	21·90	14·30			

Excursion Fares.

Reduced fares, or as they may be called excursion fares, only apply to a limited extent, viz., to guaranteed parties, both large and small, and to such trains as may be run for some special occasion, skiing meetings, &c. The regulations appertaining to the former provide—

Special tickets at the undermentioned reductions for distances of more than 50 km. will be granted to unions, associations, &c., travelling *en bloc* with a guarantee of a minimum number, this being fixed at 300 outward and return tickets, or 300 third class single tickets as the case may be. The parties may be conveyed in the ordinary trains shewn in the time tables (expresses excepted) or in special trains which do not run at express speed, the following reductions from the ordinary slow train fares being granted for all three classes.

50 per cent. reduction for outward and home journey when the return journey is performed within three days.

40 per cent. reduction for outward and home journey

(*a.*) When the return journey is not performed within three days but within a maximum of 30 days.

(*b.*) When the outward journey is performed *en bloc*, but the passengers return separately within a maximum of 30 days.

(*c.*) When a journey in one direction is performed *en bloc*.

If, at the request of the applicant, special trains at express speeds are provided for the above mentioned societies, then the ordinary express fares will form the basis for the calculation of the reductions.

The fares per person will be rounded off in such a manner that amounts under 3 heller will not be taken into account and amounts over 3 heller will be considered as 10 heller.

The foregoing reduction will only be granted for distances under 50 km. on the understanding that the minimum guarantee and the reduced fares will be calculated as for 51 km.

As to smaller parties the regulations are—

If a minimum of 100 persons travel *en bloc*, or if at least 100 tickets be taken, half the ordinary express fares for the class of carriage used will be charged.

With a minimum of 30 persons (or if 30 tickets be taken) travelling together in one class of carriage a reduction of 20 per cent. on the ordinary single fare for the class of carriage used will be granted.

Parties of 30 must travel in one class of carriage, but parties of 100 may use different classes of carriages.

If the parties are permitted to use express trains as a special case, then, in the former case, the party may travel by express train on payment of the ordinary slow train fares for the class of carriage used. In the latter case the 20 per cent. reduction will be granted on the ordinary express train fares for the class of carriage used. For outward and return journeys the fares for each direction must be calculated in accordance with the foregoing regulations.

The aforementioned reductions will only be granted for distances under 50 km. on the understanding that the minimum guarantee and the reduced fares shall apply as for 51 kilometres.

As to the fares for such excursion trains as may be run by the railways, a reduction of 30 per cent. on the ordinary slow train fares for the outward and return journey up to distances of 50 km., and 50 per cent. for longer distances, is granted.

Children of four to 10 years of age have to pay the full fare for the class of carriage used, or else take a ticket at half the ordinary fare both on the outward and return journey.

Return Tickets.

Return tickets have been abolished except for a few certain sections of the lines where the traffic is constant and heavy, but even there twice the single fare is charged. Formerly return tickets were issued at a reduction of 20 per cent. on the sum of the two single fares.

Rundreise Tickets.

"Rundreise" tickets are issued in Austria and Hungary, but at ordinary fares.

Train Service.

The services are by no means lavish, nor is the speed great; in this latter respect the question of maintenance of the lines should probably be considered. It is worthy of note that in recent years the time of journey between Vienna and Budapest has been increased by half-an-hour, owing to speed restrictions on the Austrian portion of the journey. The passenger service is the same on Sundays as on weekdays.

Advertising.

Advertising by pictorial poster is indulged in to a small extent by both the State and the private companies; not so much from competitive reasons, but in order to attract the public to the holiday and pleasure resorts.

Statistics.

The statements which follow give some statistics dealing with passenger travel in Austria in 1906 :—

NUMBER OF PASSENGERS USING FAST AND SLOW TRAINS RESPECTIVELY.

Fast Trains.

—	Railways worked by the State.	Railways worked by Private Companies.	All Railways.
1st Class	266,268	364,807	631,075
2nd „	1,194,328	1,281,515	2,475,843
3rd „	3,138,135	2,652,340	5,790,475

Slow Passenger and Mixed Trains.

—	Railways worked by the State.	Railways worked by Private Companies.	All Railways.
1st Class	148,840	785,435	934,275
2nd „	5,310,814	9,260,830	14,571,644
3rd „	107,390,538	72,029,820	179,420,358

The percentage of all passengers travelling by fast and slow trains respectively was 4·36 per cent. by fast trains, and 95·64 per cent. by slow trains. Of the total number of passengers travelling—

First Class ... 40·32 per cent. used fast trains.
Second Class ... 14·52 „ „ „
Third Class ... 3·13 „ „ „

PERCENTAGE OF PASSENGER RECEIPTS.

Railways.	Class.			
	1st.	2nd.	3rd.	Military.
Railways worked by State ...	5·08	18·05	74·58	2·11
Railways worked by Private Companies.	6·46	21·93	70·22	1·39
All Railways	5·66	19·67	72·76	1·81

The tariffs will have shewn that there are three classes of trains in Austria and Hungary, *i.e.*, fast, slow and mixed trains, the latter conveying goods as well as passengers. Of course, in addition there are the "Trains de Luxe" of the International Sleeping Car Company, but these convey first-class passengers only, and in addition to the express train fare a supplement has to be paid.

RAILWAYS AND THE STAFF.

CLASSIFICATION OF OFFICIALS.

Broadly speaking, the classification of the staff in Germany may be applied to the railways in Austria and Hungary, but, in so doing, a certain elaboration is necessary. In Germany two divisions obtain, *i.e.*, "Beamte" and "Arbeiter": studying staff questions in Austria-Hungary "Beamte" must be divided into three sub-divisions, *i.e.*, "Beamte," "Unterbeamte" and "Diener." The line of demarcation is an educational one; the higher "Beamte" are those officials who have either served as active Officers in the Army or Navy, have graduated at a University, or passed the necessary Civil Service examinations. "Unterbeamte" are those whose education has been at recognised Public or Grammar Schools, whilst "Diener" are those officials who have been educated at Elementary Schools.

The "Beamte" and "Diener" are permanent officials in the service, and the "Arbeiter" are temporarily employed servants; in fact, the same difference exists as between "Beamte" and "Arbeiter" in Germany.

The rates of pay on the private and State lines in Austria and Hungary are not uniform, and it will, therefore, be necessary to quote two or three examples; such differences, however, as may be noticed, must be qualified by the statement that day by day the disparity becomes less and less marked. The private railways recognise that the position of party politics necessitates that the pay of their men should approximate to the pay of the staff on the State lines, otherwise continual dissensions must arise, and so it is equally to the advantage of the State and the private owner to come together in the matter of salaries, and, if possible, have a uniform basis.

Apart from these reasons, however, the prospect of nationalisation has, of necessity, a tendency towards the unification of pay; at the present moment the North Western and the State railway companies are endeavouring to make their conditions of service approximate to those of the State to render the transfer less complicated.

It must be understood that the foregoing remarks are only intended to apply to the lower grades of the service, *i.e.*, the uniform staff; the higher officials on the private lines are in receipt of salaries on a much higher basis than exists on the State lines.

The fixed pay of all employees, both higher and lower, on all Railways, is in the form of a yearly salary, plus a fixed dwelling allowance. In addition there are varying supplementary payments, but these are not considered as an integral part of the salary, and, for instance, do not rank for pension. In calculating this latter only the fixed salary and a certain proportion of the dwelling allowance are taken into consideration.

Rates of Pay.

The rates of pay on the Austrian State lines are as follows :—

Yearly Salaries (Austrian State Railways).

Rank.	Grades of Salary.										Period of Waiting (in years) in each Grade before being Advanced.							
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	1.	2.	3.	4.	5.	6.	7.	8.	9.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.									
1st Class Engine Drivers...	1,200	1,300	1,400	1,600	1,800	2,000	2,200	2,400	2,600	(max.)	3	3	3	3	3	3	3	3	–
Chief Guards	1,200	1,300	1,400	1,600	1,800	2,000	2,200	(max.)	—	—	3	3	3	3	3	3	–	–	–
Works Foremen	1,300	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000 (max.)	3	3	3	3	3	3	3	3	3
Stationmasters, 1st Class	1,200	1,300	1,400	1,600	1,800	2,000	2,200	2,400	2,600	(max.)	3	3	3	3	3	3	3	3	–
Ticket Inspectors ...	1,200	1,300	1,400	1,600	1,800	2,000	2,200	2,400	2,600	(max.)	3	3	3	3	3	3	3	3	–
Signalmen, Guards, Messengers, Firemen, Porters.	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	(max.)	2	2	3	3	3	3	3	5	–
2nd Class Engine Drivers, Stores Foremen, Gangers.	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700	1,800 (max.)	2	3	3	3	3	3	5	5	5
2nd Class Stationmasters, Foremen Shunters, Carriage and Wagon Foremen.	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700	1,800 (max.)	2	3	3	3	3	3	5	5	5
Station Foremen, Ticket Examiners	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	(max.)	2	2	3	3	3	3	5	–	–
Shunters, Station Attendants, Carriage and Wagon Cleaners, Lampmen.	800	900	1,000	1,100	1,200	1,300	1,400	(max.)	—	—	2	2	3	3	3	3	–	–	–
Watchmen	750	800	900	1,000	(max.)	—	—	—	—	—	5	5	5	–	–	–	–	–	–

On the Austrian State Railways there is a fixed dwelling allowance for Vienna which varies according to the rates of pay, and the other towns on the State Railways are divided into four classes, according to their importance, the dwelling allowance in these towns being a percentage on the Vienna allowance. The scheme is as follows :—

Grade.	Salary.	Classes.				
		Vienna.	I.	II.	III.	IV.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1st Class Engine Drivers, 1st Class Stationmasters, Ticket Inspectors.	2,600 2,400	800	640	560	480	400
	2,200 2,000	700	560	490	420	350
	1,800 1,600	600	480	420	360	300
	1,400 1,300	500	400	350	300	250
	1,200	400	320	280	240	200
Works Foremen	3,000 2,800	1,000	800	700	600	500
	2,600 2,400	800	640	560	480	400
	2,200 2,000	700	560	490	420	350
	1,800 1,600	600	480	420	360	300
	1,400 1,300	500	400	350	300	250

Grade.	Salary.	Classes.				
		Vienna.	I.	II.	III.	IV.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
Chief Guards	2,200	700	560	490	420	350
	2,000					
	1,800	600	480	420	360	300
	1,600					
	1,400	500	400	350	300	250
	1,300					
	1,200	400	320	280	240	200
2nd Class Engine Drivers ...	1,800	600	480	420	360	300
	1,700					
2nd Class Stationmasters ...	1,600	600	480	420	360	300
	1,500					
Stores Foremen, Gangers ...	1,400	500	400	350	300	250
	1,300					
Foremen Shunters	1,200	400	320	280	240	200
	1,100					
Carriage and Wagon Foremen	1,000	350	280	245	210	175
	900					
Signalmen, Firemen	1,600	600	480	420	360	300
	1,500					
Guards, Messengers	1,400	500	400	350	300	250
	1,300					
Station Foremen, Ticket Examiners.	1,200	400	320	280	240	200
	1,100					
Station Porters	1,000	350	280	245	210	175
	900					
	800	300	240	210	180	150
Shunters, Station Attendants	1,400	500	400	350	300	250
	1,300					
Carriage and Wagon Cleaners, Lampmen.	1,200	400	320	280	240	200
	1,100					
	1,000	350	280	245	210	175
	900					
	800	300	240	210	180	150
Watchmen	1,000	350	280	245	210	175
	900					
	800	300	240	210	180	150
	750					

Proceeding to quote further examples, on the "Südbahn" the rates of pay are as follows:—

Yearly Salaries (Südbahn).

Rank.	Grades of Salary.										Period of Waiting (in years) in each Grade before being Advanced.								
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	1.	2.	3.	4.	5.	6.	7	8.	9.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.									
Chief Foremen in Workshops.	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	(max.)	2	2	2	2	3	3	3	3	–
1st Class Engine Drivers.	1,300	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000 (max.)	2	2	2	2	3	3	3	3	3
Foremen in Workshops.	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	(max.)	2	3	3	3	3	3	3	3	–
Ticket Inspectors ...	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	(max.)	—	3	3	3	3	3	3	3	–	–
Stationmasters, 1st Class Clerks.	1,200	1,300	1,400	1,600	1,800	2,000	2,200	2,400	2,600	(max.)	2	2	3	3	3	3	3	3	–
Chief Guards ...	1,200	1,300	1,400	1,600	1,800	2,000	2,200	2,400	(max.)	—	3	3	3	3	3	3	3	–	–
2nd Class Engine Drivers.	1,000	1,100	1,200	(max.)	—	—	—	—	—	—	3	3	–	–	–	–	–	–	–
2nd Class Clerks, Porters.	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700	(max.)	2	2	3	3	3	3	5	5	–
Messengers, Firemen, Foremen Shunters.	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700 (max.)	2	2	3	3	3	3	3	5	5
Guards	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700 (max.)	2	2	2	2	3	3	3	5	5
Goods Guards, Lampmen, Shunters.	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	(max.)	2	2	3	3	3	3	5	5	–
Signalmen	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	(max.)	3	3	3	4	4	4	5	5	–
Line Watchmen ...	800	900	1,000	1,100	1,200	(max.)	—	—	—	—	4	5	5	5	–	–	–	–	–
Day and Night Watchmen.	750	800	900	1,000	(max.)	—	—	—	—	—	3	4	5	–	–	–	–	–	–

Dwelling Allowances in Vienna (Südbahn).

Chief Foremen in Workshops	660–1,000 Kr
First Class Engine Drivers	560–1,000 „
Foremen in Workshops	560–1,000 „
Ticket Inspectors	560–860 „
Stationmasters, First Class Clerks	560–860 „
Chief Guards	560–860 „
Second Class Engine Drivers	360–560 „
Second Class Clerks, Porters	360–660 „
Messengers, Firemen, Foremen	300–660 „
Guards	300–660 „
Goods Guards, Lampmen, Shunters	300–660 „
Signalmen	300–660 „
Line Watchmen	300–560 „
Day and Night Men	300–360 „

On the lines of the Austro-Hungarian State Railway Company the annual salary and dwelling allowances are :—

Rank.	Annual Salary.	Dwelling Allowance for Vienna.	Period of years for reaching Maximum Salary.
	Kr.	Kr.	
Chief Foremen in Workshops	1,400–3,000	500–1,000	24
First Class Engine Drivers, First Class Station Masters, Carriage and Wagon Inspectors.	1,200–2,600	400–800	24
Chief Guards	1,200–2,200	400–700	18
Second Class Station Masters, Second Class Engine Drivers, Foremen Shunters.	900–1,800	350–600	32
Firemen, Signalmen, Messengers, Guards, Chief Shunters, Porters.	800–1,600	300–600	24
Shunters, Station Attendants...	800–1,400	300–500	16
Assistant Signalmen	750–1,000	300–350	15
Line Watchmen	700–800	300	10

On all lines Vienna is taken as the basis for dwelling allowances, the percentage for the other places being 80%, 70%, 60%, and 50% respectively of the Vienna scale.

Turning to the Hungarian State Railways, their scheme for pay and dwelling allowance is as under :—

Annual Salary.

Rank.	Grades of Salary.								Period of Waiting (in years) in each Grade before being Advanced.						
	1.	2.	3.	4.	5.	6.	7.	8.	1.	2.	3.	4.	5.	6.	7.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.							
Chief Foremen in Workshops	2,500	2,800	3,200	3,600	(max.)	—	—	—	4	4	4	–	–	–	–
Chief Engine Drivers ...	1,800	2,000	2,200	2,500	2,800	(max.)	—	—	3	3	4	4	–	–	–
Foremen in Workshops ...	1,400	1,600	1,800	2,000	2,200	2,500	2,800	(max.)	2	3	4	4	4	4	–
Engine Drivers	1,200	1,300	1,400	1,600	1,800	2,000	(max.)	—	2	2	3	3	3	–	–
Ticket Inspectors	2,400	2,600	2,900	3,200	(max.)	—	—	—	4	4	4	–	–	–	–
Chief Guards	1,800	2,000	2,200	2,400	2,600	(max.)	—	—	3	3	4	4	–	–	–
Guards	1,200	1,300	1,400	1,600	1,800	2,000	(max.)	—	2	2	3	3	3	–	–
Stationmasters, 1st Class; 1st Class Clerks, Chief Telegraphists, Inspectors.	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,200 (max.)	3	3	3	4	4	*4	4
Stationmasters, 2nd Class; 2nd Class Clerks, Telegraphists, Foremen.	1,200	1,300	1,400	1,600	1,800	2,000	(max.)	—	2	2	3	4	4	–	–
Porters	1,000	1,200	1,400	1,600	1,800	2,000	(max.)	—	4	4	4	4	4	–	–
1st Class Firemen	1,200	1,300	1,400	1,500	1,600	(max.)	—	—	3	4	4	4	–	–	–
2nd Class Firemen	800	900	1,000	1,100	1,200	1,300	(max.)	—	2	2	2	3	3	–	–
Foremen Shunters	1,200	1,300	1,400	1,500	1,600	(max.)	—	—	4	4	4	4	–	–	–
Shunters	800	900	1.000	1,100	1,200	1,300	(max.)	—	3	3	3	4	4	–	–
Messengers, 1st Class; Lampmen, 1st Class; 1st Class Signalmen.	1,200	1,300	1,400	1,500	1,600	(max.)	—	—	4	5	5	5	–	–	–
2nd Class Messengers, 2nd Class Signalmen, 2nd Class Lampmen.	800	900	1,000	1,100	1,200	1,300	(max.)	—	4	4	4	4	4	–	–
Goods Guards	800	900	1,000	1,100	1,200	1,300	1,400	(max.)	3	3	4	4	4	5	–
1st Class Watchmen ...	800	900	1,000	1,100	(max.)	—	—	—	5	5	5	–	–	–	–
2nd Class Watchmen ...	600	700	800	900	(max)	—	—	—	5	5	5	–	–	–	–

Dwelling Allowance.

Salary.	Dwelling allowance in Kronen, divided into Classes in accordance with the importance of the various towns.				
	I.	II.	III.	IV.	V.
2900–3600	800	640	560	480	400
2400–2800	700	560	490	420	350
1800–2300	600	480	420	360	300
1200–1700	500	400	350	300	250
900–1100	400	320	280	240	200
600– 800	300	240	210	180	150

Regarding the dwelling allowances it should be noted that they are divided into five classes according to the importance of towns.

In general, speaking of the dwelling allowance, it may be observed that in cases where a house is provided by the Railway the dwelling allowance is rescinded, except in those cases where the value of the house is presumably not equal to the amount of the dwelling allowance to which the servant would be entitled if no official house were provided; in those cases he is allowed the difference between the rental value of the official house and the dwelling allowance which he would in other circumstances presumably receive.

It is rather difficult to designate accurately the various officials of the Austrian and Hungarian lines, because the names of the positions in Austria are entirely different from those in Germany, and again in Hungary they vary from those of Austria; the titles which have been given are approximately as near as can be to the English equivalent, but it should be borne in mind that the duties in some cases vary considerably from those appertaining to the English prototype.

Kilometric payments.

On all lines, in some form or other, the train and engine crews receive kilometric or hourly allowances, and it will easily be seen that these form no mean addition to the fixed wages.

The regulations, as on the State lines of Austria, are quoted :—

Either kilometric or hourly money will be granted to the engine crew, and hourly money only to the train crew.

Hourly and Kilometric Money.

The unit rate for kilometric money is based on passenger train kilometres, a goods train kilometre being considered as equivalent to 1½ times a passenger train kilometre. The kilometric allowance for each 10 passenger train kilometres amounts to :—

Engine driver ... ... 16 h.
Fireman ... ... 8 h.

If more than 5,000 passenger train kilometres be run during any one month, 1½ times the usual kilometric allowance will be granted.

On those sections of line which are situated amongst the mountains, an increase of 25 per cent. is granted.

Hourly money in lieu of kilometric money is granted to the engine crew on the Vienna Town and Connecting Railways.

Shunting and standing in steam are calculated on the basis that in the case of engine drivers and firemen one hour's shunting is considered as 12 passenger train kilometres, and one hour standing in steam is considered as 2·5 and 3·75 passenger train kilometres for the engine driver and firemen respectively.

The allowances per hour of shunting, &c., work out—

Engine Driver.

For shunting ... ... 19·2 h.
„ standing in steam ... ... 4·0 h.

Firemen.

For shunting ... ... 9·6 h.
„ standing in steam ... ... 3·0 h.

There is also a payment for the time occupied in getting up steam.

	H. per hr.
Engine Drivers	9·6
Firemen	4·8

No allowance is granted for shunting of less than 15 minutes duration.

Time occupied in getting up steam of less than 15 minutes is not taken into account, but if the operation takes longer, then allowance is made for the total time so occupied, each portion of a quarter of an hour being considered as a full quarter of an hour.

Hourly money of the train crew.

For	For the duration of the journey on duty.		For travelling time, not on actual duty, irrespective of class of train.
	Passenger and mixed trains.	Goods, Military, Workmen's, and empty trains.	
	H.	H.	H.
Chief guards, baggage guards and goods guards.	24	18	8
Guards and other train crews.	18	13	6

The rates for "travelling times off duty" are applicable in the circumstances which are described hereafter :—

(*a.*) Signing on at the Home Station (chief guards and goods guards are allowed to count one hour, the other train crew half an hour).

(*b.*) Intervals of less than one hour between two trains at the Home Station.

(*c.*) Signing off, etc.

(*d.*) Periods during which the men hold themselves in readiness to take duty at the Home Station.

However, the full rates for "on duty" apply to the following :—

(*a.*) The time for signing on at other than the Home Station.

(*b.*) Intervals of less than one hour between two trains at other than the Home Station.

(*c.*) Time occupied in shunting operations.

To determine the duration of the journey "on duty" and the time of stoppage at other than the Home Station, the arrival and departure times of trains as shown in the time tables are taken.

On the Südbahn the units for kilometric money are :—

Engine driver 16 heller per 10 kilometres.

Fireman 11·6 „ „

In mountainous districts this unit is increased by 25 per cent. The kilometre for goods and mixed trains and snow ploughs is reckoned as equivalent to 1·5 kilometres, one hour's shunting work is reckoned as equivalent to 12 kilometres, and one hour's standing in steam as 3 kilometres.

N.B.—Under certain local circumstances an increase of 10 per cent. to 40 per cent. may be added to the above scale of kilometric money.

The hourly money is in accordance with the following :—

"Travel" Money per one hour's travelling on duty.								Allowance per hour travelling off duty or for stopping at other than the home station.	
For Vienna, Matzleinsdorf, Vienna Neustadt and Trieste.				All other Stations.					
Fast, slow and mixed trains.		All other trains.		Fast, slow and mixed trains.		All other trains.			
Chief Guard.	Guard.	Chief Guard.	Guard.	Chief Guard.	Guard.	Chief Guard.	Guard.	Chief Guard.	Guard.
H. 31·0	H. 25·0	H. 26·0	H. 21·0	H. 28·5	H. 23·0	H. 23·5	H. 19·0	H. 11·0	H. 8·5

If a train lose time on the journey owing to such causes as derailments, breaking of axles, damage to permanent way, etc., etc., owing to which the period of duty of the train crew is prolonged by more than two hours, such time may be counted as "travelling time" on duty by the train crew. The time of such delay is ascertained as follows :—The actual time taken by the train to perform the journey from the departure station to the place of destination is to be ascertained, from which the ordinary time necessary to perform the same journey as per the time table must be deducted. Only in case this difference amounts to more than two hours, can such time count as "travelling time on duty."

No allowance is made for delays experienced when leaving the home station.

On the State Railway Company's lines the scheme is :—

Kilometric and Hourly Money for Locomotive Staff.

Service.	Unit.	Engine Driver.	Fireman.
		H.	H.
Fast and slow passenger trains	Per Kilometre	1·8	1·2
Mixed trains	„	1·8	1·2
Fast goods trains, goods trains, workmen's trains, and snow ploughs.	„	3·2	2·4
Light engine or not in steam	„	1·8	0·8
Service journeys	„	0·8	0·4
Shunting	Per Hour	19·2	12·0
Standing in steam	„	10·0	7·0
For heating carriages before departure of train, for disinfecting wagons and thawing frozen pipes, &c.	„	10·0	7·0
For keeping the engine warm in times of frost.	„	5·0	3·5

NOTE.—On certain "Lokalbahnen" the Kilometric money paid for goods trains applies to all trains.

NOTE.—No money is paid for shunting which does not occupy more than 20 minutes when marshalling a train en route.

The train crew receive as hourly payment :—

On Main Lines.

—	On Passenger Trains.	On Goods Trains.	Travelling Time off Duty.
	H.	H.	H.
When acting as Chief Guard, Luggage Guard, or Goods Guard.	24	18	8
For all other employees accompanying the train.	18	13	6

On "Lokalbahnen."

		Kr.
Class A.	For the Chief Guard and Goods Guard	1·20
	For other employees accompanying the train ...	0·80
Class B.	For the Chief Guard and Goods Guard	1·50
	For other employees, &c.	1·00
Class C.	For the Chief Guard and Goods Guard	2·00
	For other employees, &c.	1·40

Class A means service on "Lokalbahnen" where the employee usually takes his midday meal at home.

Class B means service on "Lokalbahnen" where the employee usually spends the night at home but does not necessarily take his midday meal there.

Class C where the employee spends the night away from home.

The North Western Railway Company pay the following amounts :—

Grade.	Fast.	Slow.	Mixed.	Fast and Slow Goods and Military.	Light Engine.	Workmen's Trains.	Station Work. Per Hour.	
	Per Kilometre.					Per Hour.	Shunting.	Getting up Steam.
	H.	H.	H.	H.	H.			
Chief Guards and Guards	0·63	0·69	0·79	1·05	—	8	—	—
Brakesmen...	0·59	0·66	0·73	0·92	—	5	—	—
Engine Drivers	0·90	0·90	1·00	1·40	0·90	*	9	5
Firemen	0·45	0·45	0·50	0·95	0·45	*	6	3·5

* Locomotive crew are paid by kilometre as for goods trains.

Lodging allowances are paid for absence from home of more than 72 hours at the following rates per night, viz. :— Lodging allowances.

1. Engine Drivers	3 Kr.
2. Firemen	2 Kr.
4. Chief Guard	2·80 Kr.
Guard	2·60 Kr.
Assistant Guard	2 Kr.

The foregoing allowances are only applicable in cases where no official barracks are provided.

For journeys involving absence from home of less than 72 hours, but yet necessitating sleeping away, one-half the above allowances are made if the official barracks are not available.

Additional allowances are paid to the locomotive staff for economical use of fuel and also for lubricating materials as under :—

1. Fuel— Allowance for economy of fuel.

The use of fuel on locomotives is fixed according to the age and type of the locomotive for every 1,000 ton kilometres.

A premium of 1·60 kr. is given for every unused ton of "ordinary coal." The engine driver obtains 75 per cent. of the premium and the fireman 25 per cent.

By "ordinary coal" is meant that quality of coal which turns 4·3 kilogrammes of water into steam by the use of 1 kg. of coal.

The premium is not to exceed 180 kr. for the engine driver or 60 kr. for the fireman per quarter.

2. Lubricating materials— Economy of oil.

The use of lubricating materials is likewise fixed according to the type of locomotive and on a ton kilometre basis.

A premium of 7 heller will be given for every unused kilogramme of "ordinary oil."

The different kinds of oil are to be compared with "ordinary oil" in the following manner :—

1 kg. Rape seed oil	=	4 kg. "ordinary oil."
1 „ Mineral cylinder oil	=	3 „ „ „
1 „ Ordinary mineral lubricating oil	=	1 „ „ „
1 „ Petroleum	=	2 „ „ „

To those officials whose duties necessitate constant travelling on the line, fixed allowances are made, of which the following table may be taken as an example, viz :— Fixed travelling allowances.

—	Journey Money per Year.	Daily Allowance.	Allowance per Km. for Walking.
According to grade	1,200 Gulden	8 Gulden	0·46 Gulden
	900 „	7 „	0·40 „
	600 „	6 „	0·33 „
	480 „	4 „	0·26 „
	300 „	3 „	0·20 „
	240 „	2·50 „	0·13 „

The yearly allowances are for those officials who have to travel constantly over fixed portions of the line, *e.g.*, engineers, &c.

The daily allowances are for officials who only make occasional journeys and also for those officials who receive a fixed annual allowance but who are for the time being making journeys on foreign Companies' lines.

Kilometre allowances are only paid on distances exceeding 7 kilometres and are :—

1. For those officials who receive an annual fixed sum for travelling expenses, when called upon to make journeys on foot outside their respective districts.
2. For such officials who receive no annual fixed sum when called upon to make any kind of journey except by train or boat.

The daily paid workmen, who are occasionally sent on journeys, receive for travelling expenses an amount equal to their daily wage for a period of 20 days.

As indicating the amount of the additional emoluments granted, the following figures showing the average yearly supplements paid to the locomotive crew on the Südbahn are of interest :—

—	Kilometric Money.	Daily and Over Night Allowances.	Economical use of Stores.	Upkeep.	Total.
	Kr.	Kr.	Kr.	Kr.	Kr.
Engine Driver	1,015	32	650	100	1,797
Fireman	735	24	217	50	1,026

"Diäten," "Zehrgelder."

Other forms of payment for travelling, &c., expenses come under the names of "Diäten" and "Zehrgelder."

"Diäten" apply to the whole of the "Beamte" and "Unterbeamte" class, and are intended to cover expenses incurred by them on service journeys or when employed on other than their home stations.

"Zehrgelder" are similar allowances for the "Diener" class.

As a general rule "Diäten" and "Zehrgelder" are not granted to the staff when employed at other than their usual office at their home station, but if they be so employed for more than six hours, if such office be situated more than two km. distant as the crow flies from their usual place of employment, half "Diäten" and "Zehrgelder" will be allowed respectively.

Full "Diäten" and "Zehrgelder" are granted for each 24 hours of absence on duty from the home station.

If such absence be for less than 24 hours, but includes one night (at least seven hours between six p.m. and six a.m.), full "Diäten" and "Zehrgelder" will be allowed.

In other cases, for an absence of at least six hours (hours between six p.m. and six a.m. being calculated as $1\frac{1}{2}$ hours each), half "Diäten" and "Zehrgelder" respectively will be granted. No allowance will be made for an absence of less than six hours.

For absences of more than 24 hours full "Diäten" and "Zehrgelder" will be granted for each full 24 hours and for any hours in excess of 24 in accordance with the foregoing.

The "Diäten" and "Zehrgelder" granted to the undermentioned categories of officials are as follows :—

Grades. —	Allowances per diem. Kr.
1st class Engine Drivers, 1st class Station-masters, Ticket Inspectors	4–6
Works Foremen	4–6
Chief Guards	4–6
2nd class Engine Drivers, 2nd class Station-masters, Stores Foremen, Gangers, Foremen Shunters, Carriage and Wagon Foremen ...	3–4
Signalmen, Firemen, Guards, Messengers, Station Foremen, Ticket Examiners, Station Porters	3–4
Shunters, Station Attendants, Carriage and Wagon Cleaners	3–4
Lampmen, Watchmen	3

The whole of these allowances are increased by 50 per cent. if the journeys are outside the limits of Austria-Hungary.

The higher Officials receive "Diäten" of 25 kr. downwards.

Payment of Salaries.

The salaries of "Beamte" are paid in advance as a general rule on the first of each month, the dwelling allowance being paid quarterly on February 1st, May 1st, August 1st and November 1st.

Those employees who are in receipt of a daily wage, *i.e.*, "Arbeiter," are not paid in advance, but at the end of each month, an instalment, however, being paid on the 15th of each month.

"Arbeiter" are paid at the rates obtaining in the district in which they work, and taking Vienna as an example, the rates are as follows :—

	Kr. per day.
Ordinary workmen	2·50
Skilled labourers	3·80
Foremen	4·00

The hours of duty are regulated by fixed rules, which read as follows, viz. :—

1. The hours of duty and rest shall be the same for every employee belonging to the same class of officials.

2. Those hours when the staff must hold themselves in readiness for duty shall be deemed to be hours of duty.

The hours of duty shall not be broken by any intervals for rest in those cases where they do not attain the limit fixed in paragraphs 3 and 4.

Every shift shall be preceded and followed by a period of rest (*see* paragraphs 3 and 4).

The time occupied in taking charge of or in handing over work shall be counted as hours of duty.

3. With regard to all railway lines where day and night shifts are worked the period of rest preceding and following the hours of duty shall not be less than 8 hours for the station staff, and not less than 10 hours for the train crews when the period of rest occurs at their home station, and not less than 6 hours in all other places.

When the conditions of duty are favourable, the period of rest preceding and following the hours of duty may be reduced to 6 hours for members of the station staff when they live in the neighbourhood of the station.

Members of the staff who do not form part of a train crew shall not be employed more than 7 consecutive nights on night duty.

4. With regard to Railways where night duty is not continuous the hours of rest may be reduced to 6 hours when such period of rest is taken between 9 p.m. and 7 a.m.

5. The shifts are to be so arranged that it is possible for every member of the staff to obtain a period of rest of not less than 16 hours (in the daytime) at least twice a month.

Where this is not possible every member of the staff must be allowed 24 hours off duty once a month.

6. Every employee shall be entitled to a certain time off duty once a month on Sundays or holidays for the purpose of going to church, in so far as this is not possible by arranging the shifts. This period of time need not necessarily be for the whole morning.

Special Regulations for Staff employed in manipulation of traffic.

7. On lines where day and night shifts are regularly worked the hours of duty shall be from 12 to 16 hours with corresponding hours of rest.

For the purpose of changing the day and night shifts the hours of duty may be extended to 18 hours, in which case the period of rest preceding and following the hours of duty shall likewise not be less than 18 hours.

Where the work is very arduous in large stations, 12 hours of duty must be followed, as a rule, by 24 hours rest.

Where the work is of a less arduous nature, and more especially where there are pauses, the hours of duty may be increased to 18 hours, and in this case the period of rest shall not be less than 12 hours.

In certain conditions, however, when the period of rest occurs in the daytime it may be reduced to 6 hours.

8. At Stations where the work of the commercial department and the traffic department is performed by the same staff, employees shall not be worked for a greater period than 12, 16 or 18 hours as the case may be (*see* above).

9. On those lines where there is but little night duty or where the traffic is small, the hours of duty may be prolonged to 18 hours subject to the previous conditions (paragraph 4), this period of duty to be followed by six hours' night rest.

Telegraph Operators.

10. Should the forwarding of telegrams be continuous the hours of duty are to be from 12 to 16 hours, and a like period of rest.

11. Where the forwarding of telegrams is not considerable and affords time for lengthy intervals the hours of duty may be increased to 18 hours, and the period of rest shall be one of 12 hours.

Shunting Staff.

12. The hours of duty for the shunting staff shall be from 12 to 16 hours, to be followed by a like period of rest on all lines where day and night shifts are regularly worked.

For the purpose of changing the day and night shifts the hours of duty may be extended to 18 hours, in which case the period of rest preceding and following the hours of duty shall likewise not be less than 18 hours.

With regard to stations where many trains pass or where marshalling is continuous 12 hours' duty must as a rule be followed by 24 hours' rest.

Where the work is not considerable and affords time for lengthy intervals the hours of duty may be increased to 18 hours and the period of rest shall not be less than 12 hours.

Station Signalling Staff.

13. The hours of duty of the Station staff employed in signal boxes shall be from 12 to 16 hours with a corresponding period of rest on all lines where day and night shifts are regularly worked.

For the purpose of changing the day and night shifts the hours of duty may be extended to 18 hours in which case the period of rest preceding and following the hours of duty shall likewise not be less than 18 hours.

Twelve hours of duty shall as a rule be followed by 24 hours' rest in cases where the lever movements and signalling operations are numerous.

Where the work is not considerable and affords time for lengthy intervals of rest the hours of duty may be increased to 18 hours and the period off duty shall not be less than 12 hours.

14. On lines where there is but little night duty or where the traffic is light, the hours of duty may be prolonged to 18 hours subject to the conditions set forth in paragraph 4, this period of duty to be followed by six hours' night rest.

Signalling Staff on the Line and Gangers.

15. The hours of duty shall as a rule not exceed 16 hours, and the period of rest shall not be less than eight hours on all lines where day and night shifts are regularly worked.

In cases where there are opportunities for considerable intervals of rest the hours of duty may be increased to 18 hours to be followed by a proportionately longer period of rest.

In the case of gangers due regard must be had to the length of line to be patrolled in fixing the hours of duty.

16. The hours of duty of Assistant Signalmen shall be from 12 to 16 hours to be followed by a like period of rest.

17. Should gangers only be able to find lodgings at a considerable distance from their posts regard must be had to this circumstance in fixing the hours of duty.

Train Crews.

18. The hours of duty for train crews shall be so arranged that the monthly average shall not exceed 11 hours per day. The average may however be increased to 16 hours per day on local railways.

The question of further reductions in the hours of duty in individual cases is in the hands of the responsible officials at the time when the new time tables are put into operation.

19. In busy traffic continuous duty may not exceed 14 hours.

20. The hours of duty on local passenger trains and on goods trains on the main line may not exceed the limit of 18 hours duty.

Further, on local railways, such hours of duty shall only be fixed provided there are intervals of rest and that the duty is not considered to be too severe by the superior officers.

The hours of duty for the locomotive staff shall not exceed 9 hours on passenger trains or 12 hours on goods trains.

21. After two shifts of 10 hours duration the period of rest at the home station shall be as far as possible between the hours of 7 p.m. and 7 a.m.

The locomotive staff is entitled to 10 hours' rest between 7 p.m. and 7 a.m. at their home station after two consecutive shifts of more than 5 hours each occurring between 7 p.m. and 9 a.m.

22. Travelling time shall not count as a period of rest.

23. The locomotive staff shall not be employed in shunting work for more than 12 hours.

These conditions are applicable to the whole of the lines in Austria-Hungary.

Overtime and Payment for Sunday Duty.

The staff may be termed seven days a week men in all cases where they are in receipt of a fixed salary ; only in the case of the men who receive a daily wage do they receive a payment for Sunday duty, as in their case each day stands by itself in the matter of remuneration.

Overtime is not paid to the staff on any of the lines, except to those employees paid on a piece-work basis, then their ordinary rates of pay apply for the period beyond the ordinary hours of duty.

Uniform.

All members of the staff coming into contact with the public are obliged to wear uniform ; the higher officials also require uniform for State occasions. Only to the lower grades is uniform supplied free of charge ; in the case of the higher graded servants, such as Chief Station masters and the higher Administrative Officials the uniform must be provided by the officials themselves but on most of the lines they receive a lump sum to cover the cost of the first outfit.*

A proposal is on foot whereby all officials required to wear uniform in the exercise of their ordinary duties shall be supplied therewith free of expense.

Luggage Porters.

Luggage porters or "Gepäckträger" at the large stations are not paid by the Railway ; the fees which they are entitled to charge the public for services rendered are their sole remuneration. At small stations, however, where they perform certain duties to fill up their time, they are paid a small wage.

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* Note.—On the Hungarian State Railways an allowance of about £6 per annum is given to the higher officials.

FINES.

The system of fining is in operation on most of the lines for breaches of discipline, 10 kronen and upwards being the fine for transgressions of anything more than an ordinary character.

Other punishments consist in reduction in grade, change of locality, &c.

WORKMEN'S COMMITTEES.

Membership of political unions is not banned, but there are internal arrangements by which committees of the different grades of employees exist to discuss general staff questions submitted to them, in an advisory capacity to the management.

These committees are governed by practically similar regulations on most of the lines, and, as an example, the rules of the North Western Railway are appended, viz. :—

The committee is divided into four sections ("Beamte," "Unterbeamte," "Diener" and "Arbeiter"), and is not entitled to discuss staff questions affecting particular individuals.

The section for "Beamte" consists of eight elected members, that for "Unterbeamte" six elected members, and the sections for "Diener" and "Arbeiter" respectively eight each; the management also appoint a member to each section, selected from each respective grade.

The committee generally meets in sections, but in case of necessity, however, the various sections may hold a common sitting.

The management nominates the chairman and his deputy. The conduct of the business is in the hands of the chairman.

Votes for nominees for appointment on the committee are divided :—

I.—*Section for "Beamte."*

Electing body 1*a*. "Beamte" attached to the "Direktion" and the Traffic Superintendent's Office.

Electing body 1*b*. "Beamte" attached to the Traffic and Commercial Department.

Electing body 1*c*. "Beamte" attached to the Commercial and Maintenance Department.

Electing body 1*d*. "Beamte" attached to the workshops, stores, &c.

II.—*Section for "Unterbeamte," and* III.—*Section for "Diener."*

Electing body 2*a*. "Unterbeamte" attached to the "Direktion" and the Traffic Superintendent's Office and Station Service Department.

Electing body 2 *b*. "Unterbeamte" attached to the Running Department (Train Crew, &c.)

Electing body 2 *c*. "Unterbeamte" attached to the Building and Maintenance Departments.

Electing body 2 *d*. "Unterbeamte" attached to the Running Sheds.

Electing body 2 *e*. "Unterbeamte" attached to the Locomotive Department.

Electing body 2 *f*. "Unterbeamte" attached to the Workshops and Stores Department.

"Diener" vote in the same electing bodies as the "Unterbeamte," but are numbered 3*a*. to 3*f*.

IV.—*Section for Workmen (Arbeiter.)*

Electing body 4*a*. Workmen attached to the Traffic and Commercial Departments.

Electing body 4*b*. Workmen attached to the Building and Maintenance Departments.

Electing body 4*c*. Workmen attached to the Running Sheds and connected with the movement of traffic.

Electing body 4*d*. Workmen attached to the Workshops and Stores Departments.

The "Beamte" in electing 1*a*. to 1*d*., the "Diener" in 3*a*. and 3*c*., and the workmen in 4*a*. to 4*d*. elect two members and two deputies, and the employees of the other electing bodies or groups, one member and one deputy.

Both voters and members must belong to the same electing body.

The date of the election is fixed by the management with 14 days notice.

Members of the Committee are elected for five years.

When a member or deputy is undergoing punishment for breach of discipline he cannot sit on the committee.

Membership of the staff committee is honorary. "Beamte," "Unterbeamte" and "Diener" may, however, consider journeys to and from the sittings as journeys on duty. Workmen are paid for each day of sitting three times their daily wage.

In the "Beamte," "Unterbeamte" and "Diener" sections, only those employees are eligible who occupy a definite post, and in the workmen's section only those workmen who have been in the service of the company for three years and are at least 30 years old. Female employees are debarred from voting and are ineligible for election. No employee who is undergoing punishment for breach of discipline is eligible.

The sittings of the various sections of the staff committee take place at the discretion of the Chairman; four members constitute a quorum.

The Chairman may invite other employees to attend the sittings, but they have no vote. The management may, at the request of the Chairman, declare the seat of a member vacant should he repeatedly and without reason not attend the sittings.

The staff committee must deliberate on any subjects submitted to it by the management; members are entitled to submit individual proposals on all general questions concerning the staff.

Notice of such proposals must be given to the Chairman at the latest 14 days before the date of the meeting. Resolutions must be submitted to the management which will either decide the question itself or submit it to the Board of Directors.

Meetings are to be held twice a year.

The management reserves to itself the right to abolish the committee or sections thereof.

Members of the Committee are entitled to a free expression of their opinions, and no member may be called to account in connection with his vote.

Short Minutes of the Meetings are made and contain the names of the members present the subjects discussed and the decisions arrived at.

The Minutes are submitted to the Management not later than eight days after the meeting.

Age Limit and Preferential Employment.

The age limit for entering the service is from 18–35 years. By a special Law preference has to be given to military applicants in the matter of appointments on the Austrian and Hungarian Railways, both State and Private; the provisions of this Law are:—

Non-commissioned officers who have served in the Army, Navy or Reserve for 12 years, and who have been non-commissioned for the last eight of those 12 years, have a right to employment in the State service or in undertakings subsidised by the State such as Railways, Steamship Lines, &c.

The same advantages shall be reserved to non-commissioned officers who have been wounded on service, without regard to the number of years they may have served.

Certain positions shall be reserved for non-commissioned officers, viz.:—

Office servants and messengers in the offices of the Railway Direktions and lower ranks in the Traffic Department of the State Railways, and Railways and Steamship lines subsidised by the State.

They shall also obtain preference over co-applicants when they apply for other positions.

When any of the reserved positions are vacant notice must be given to the military authorities.

Staff Privileges.

Facilities are granted to the staff and their families in the way of cheap travelling, &c., which by common agreement are applicable to the whole of the Railways in Austria and Hungary.

The combined Railway Administrations agree to grant free passes to "Beamte," "Unterbeamte," "Diener" and also workmen who have acted at least one year as "Unterbeamte" or "Diener."

Included in this facility are the Officials belonging to the Ministry of Railways, and the General Board of Inspection.

Passes are not to be granted for short distances, and are only available on slow passenger trains, except where the journey is greater than 100 km., and then only on special application being made.

In all other cases, the difference between the slow and fast train fares must be paid by the employee unless the journey is on the business of the Company.

For short journeys, employees are entitled to travel at half fare.

These reduced fare tickets are only for use in slow passenger trains; in fast trains the excess fare must be paid by the employee.

If two children of the same family between the ages of four and 10 are travelling, half fare may be paid for both, but children travelling singly receive no concession.

Passes and reduced fare tickets are granted also to pensioned officials, families of pensioned officials, widows of late employees and their children.

To enable reduced fare tickets to be obtained, certificates are given which are available for a period of years, the limit being 10.

Holidays.

With regard to holidays, the regulations provide for varying annual allowances, according to the following plan:—

Employees.	After having served		
	More than one year and less than 10 years.	10 to 20 years.	More than 20 years.
"Beamte"	For a period of 14 days	For a period of 3 weeks	For a period of 4 weeks
"Unterbeamte" and "Diener"	8 days	10 days	14 days

Pensions on the various lines are on the contributory basis, but the benefits are not on the same scale on all lines.

In general there are two separate Funds, one for the "Beamte" and "Unterbeamte" known as the "Pension Fund"; for the "Diener" and "Arbeiter" there is the "Provision Institute."

I.—*Pensions on Austrian State Railways.*

(a.) *Pension Fund.*

On the Austrian State Railways all "Beamte" and "Unterbeamte" not over 55 years of age are bound to join the Pension Fund, unless they already belong to the "Provision Institute," and are required to make the following contributions, viz. :—

If, on joining the Fund, they are not over 35 years of age—

(*a.*) 25 per cent. of the amount of salary of their first definitive appointment, payable within three years in 36 equal monthly instalments.

(*b.*) 50 per cent. of the annual amount of each increment of salary, payable within 2 years in 24 equal monthly instalments.

(*c.*) 4 per cent. on the current salary and on a 40 per cent. proportion of the Vienna dwelling allowance to be paid in continuous equal monthly instalments.

Engine drivers, second-class engine drivers and first-class firemen contribute 6 per cent. on their current salary and on a 40 per cent. proportion of the Vienna dwelling allowance.

Members who are over 35 years of age at the time of joining the Fund must contribute for each year in excess of that age a special entrance fee amounting to 2 per cent. on their salary and on a 40 per cent. proportion of the Vienna dwelling allowance which they are in receipt of at the time of joining. Such contribution is to be paid either in a lump sum or in not more than 24 equal monthly instalments.

The Railway will contribute one half of the total contributions paid by the members per month on their salaries, exclusive of the dwelling allowances. Any deficit in the Fund will be covered by the Railway.

Members are entitled to a pension after 10 years' membership.

Members who, in case of illness, or injury not self-inflicted, are incapacitated for further service, and have belonged to the Fund for at least five years, will be dealt with as if they had been members for 10 years.

The last salary received and the 40 per cent. proportion of the Vienna dwelling allowance form the basis for the calculation of the pension, and after 10 years' membership the pension percentage is 40 per cent. This amount increases by $2\frac{4}{10}$ per cent. for each further completed year of membership. After 35 completed years of membership the full salary plus the 40 per cent. proportion of the Vienna dwelling allowance is given as a pension, this being the maximum.

As from January 1st, 1907, engine drivers, second-class engine drivers and first-class firemen contributing 6 per cent. are allowed $1\frac{1}{2}$ years for every year of membership completed whilst employed in such capacity.

Pensions received by "Beamte" must not be less than 800 kr., by "Unterbeamte" not less than 600 kr.

During such time as the 50 per cent. on increase of salary, &c., is being paid, the contribution of 4 per cent. or 6 per cent., as the case may be, will not be levied on such increase.

The following is the full scale of allowances :—

Yearly Salary.	Proportion of Vienna Dwelling Allowance Scale ranking for Pension.	Total Amount ranking for Pension.	Number of Years counting for Pension.																									
			10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
			Pension in percentage of the amounts ranking for Pension.																									
			40·00	42·40	44·80	47·20	49·60	52·00	54·00	56·80	59·20	61·60	64·00	66·40	68·80	71·20	73·60	76·00	78·40	80·80	83·20	85·60	88·00	90·40	92·80	95·20	97·60	100·00
Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
9,000	800	9,800	3,920	4,155	4,390	4,626	4,861	5,096	5,331	5,566	5,802	6,037	6,272	6,507	6,742	6,978	7,213	7,448	7,683	7,918	8,154	8,389	8,624	8,859	9,094	9,330	9,565	9,800
8,000	800	8,800	3,520	3,731	3,942	4,154	4,365	4,596	4,787	4,993	5,210	5,421	5,632	5,843	6,054	6,266	6,477	6,688	6,899	7,110	7,322	7,533	7,744	7,955	8,166	8,378	8,589	8,800
7,600	640	8,240	3,296	3,494	3,692	3,889	4,087	4,285	4,483	4,680	4,878	5,076	5,274	5,471	5,669	5,867	6,065	6,262	6,460	6,658	6,856	7,053	7,251	7,449	7,647	7,844	8,042	8,240
7,000	640	7,640	3,056	3,239	3,423	3,606	3,789	3,973	4,156	4,340	4,523	4,706	4,890	5,073	5,256	5,440	5,623	5,806	5,990	6,173	6,356	6,540	6,723	6,907	7,090	7,273	7,457	7,640
6,400	640	7,040	2,816	2,985	3,154	3,323	3,492	3,661	3,830	3,999	4,168	4,337	4,506	4,675	4,844	5,012	5,181	5,350	5,519	5,688	5,857	6,026	6,195	6,364	6,533	6,702	6,871	7,040
5,600	560	6,160	2,464	2,612	2,760	2,908	3,055	3,203	3,351	3,499	3,647	3,795	3,942	4,090	4,238	4,386	4,534	4,682	4,829	4,977	5,125	5,273	5,421	5,569	5,716	5,864	6,012	6,160
5,200	560	5,760	2,303	2,442	2,580	2,719	2,857	2,995	3,133	3,272	3,410	3,548	3,686	3,825	3,963	4,101	4,239	4,378	4,516	4,654	4,792	4,931	5,069	5,207	5,345	5,483	5,622	5,760
4,800	560	5,360	2,144	2,273	2,401	2,530	2,659	2,787	2,916	3,044	3,173	3,302	3,430	3,559	3,688	3,816	3,945	4,074	4,202	4,331	4,460	4,588	4,717	4,845	4,974	5,103	5,231	5,360
4,400	480	4,880	1,952	2,069	2,186	2,303	2,420	2,538	2,655	2,772	2,889	3,006	3,123	3,240	3,357	3,475	3,592	3,709	3,826	3,943	4,060	4,177	4,294	4,412	4,529	4,646	4,763	4,880
4,000	480	4,480	1,792	1,900	2,007	2,115	2,222	2,330	2,437	2,545	2,652	2,760	2,867	2,975	3,082	3,190	3,297	3,405	3,512	3,620	3,727	3,835	3,942	4,050	4,157	4,265	4,372	4,480
3,600	480	4,080	1,632	1,730	1,828	1,926	2,024	2,122	2,220	2,317	2,415	2,513	2,611	2,709	2,807	2,905	3,003	3,101	3,199	3,297	3,395	3,492	3,590	3,688	3,786	3,884	3,982	4,080
3,200	400	3,600	1,440	1,526	1,613	1,699	1,786	1,872	1,958	2,045	2,131	2,218	2,304	2,390	2,477	2,563	2,650	2,736	2,822	2,909	2,995	3,082	3,168	3,254	3,341	3,427	3,514	3,600
3,000	400	3,400	1,360	1,442	1,523	1,605	1,686	1,768	1,850	1,931	2,013	2,094	2,176	2,258	2,339	2,421	2,502	2,584	2,666	2,747	2,829	2,910	2,992	3,074	3,155	3,237	3,318	3,400
2,800	400	3,200	1,280	1,357	1,434	1,510	1,587	1,664	1,741	1,818	1,894	1,971	2,048	2,125	2,202	2,278	2,355	2,432	2,509	2,586	2,662	2,739	2,816	2,893	2,970	3,046	3,123	3,200
2,600	320	2,920	1,168	1,238	1,308	1,378	1,448	1,518	1,588	1,659	1,729	1,799	1,869	1,939	2,009	2,079	2,149	2,219	2,289	2,359	2,429	2,500	2,570	2,640	2,710	2,780	2,850	2,920
2,400	320	2,720	1,088	1,153	1,219	1,284	1,349	1,414	1,480	1,545	1,610	1,676	1,741	1,806	1,871	1,937	2,002	2,067	2,132	2,198	2,263	2,328	2,394	2,459	2,524	2,589	2,655	2,720
2,200	320	2,520	1,008	1,068	1,129	1,189	1,250	1,310	1,371	1,431	1,492	1,552	1,613	1,673	1,734	1,794	1,855	1,915	1,976	2,036	2,097	2,157	2,218	2,278	2,339	2,399	2,460	2,520
2,200	280	2,480	992	1,052	1,111	1,171	1,230	1,290	1,349	1,409	1,468	1,528	1,587	1,647	1,706	1,766	1,825	1,885	1,944	2,004	2,063	2,123	2,182	2,242	2,301	2,361	2,420	2,480
2,000	280	2,280	912	967	1,021	1,076	1,131	1,186	1,240	1,295	1,350	1,404	1,459	1,514	1,569	1,623	1,678	1,733	1,788	1,842	1,897	1,952	2,006	2,061	2,116	2,171	2,225	2,280
2,000	240	2,240	896	950	1,004	1,057	1,111	1,165	1,219	1,272	1,326	1,380	1,434	1,487	1,541	1,595	1,649	1,702	1,756	1,810	1,864	1,917	1,971	2,025	2,079	2,132	2,186	2,240
1,800	240	2,040	816	865	914	963	1,012	1,061	1,110	1,159	1,208	1,257	1,306	1,355	1,404	1,452	1,501	1,550	1,599	1,648	1,697	1,746	1,795	1,844	1,893	1,942	1,991	2,040
1,600	240	1,840	736	780	824	868	913	957	1,001	1,045	1,089	1,133	1,178	1,222	1,266	1,310	1,354	1,398	1,443	1,487	1,531	1,575	1,619	1,663	1,708	1,752	1,796	1,840
1,400	200	1,600	640	678	717	755	794	832	870	909	947	986	1,024	1,062	1,101	1,139	1,178	1,216	1,254	1,293	1,331	1,370	1,408	1,446	1,485	1,523	1,562	1,600
1,300	200	1,500	600	636	672	708	744	780	816	852	888	924	960	996	1,032	1,068	1,104	1,140	1,176	1,212	1,248	1,284	1,320	1,356	1,392	1,428	1,464	1,500
1,200	160	1,360	544	577	609	642	675	707	740	772	805	838	870	903	936	968	1,001	1,034	1,066	1,099	1,132	1,164	1,197	1,229	1,262	1,295	1,327	1,360
1,100	160	1,260	504	534	564	595	625	655	685	716	746	776	806	837	867	897	927	958	988	1,018	1,048	1,079	1,109	1,139	1,169	1,200	1,230	1,260

There are also certain complicated rules dealing with pensions for widows and orphans.

(b.) *Provision Institute.*

All "Diener" on the State lines under 55 years of age are bound to become members of the "Provision" Fund.

"Arbeiter" not over 55 years of age are also eligible to join the Fund, provided they have been at least one year in the service of the State Railway, and are not in receipt of an allowance of over 600 kr. from a State Railway or Treasury Fund.

If on joining the Fund members are not over 35 years of age they must contribute 4 per cent. of their salary and other amounts entitled to rank for pension.

Engine drivers, second-class engine drivers and first-class firemen must contribute 6 per cent. in lieu of 4 per cent. of their salary so long as they are employed in such capacity.

Members who are paid a daily wage of 2 kr. or upwards are only to contribute on 70 per cent. of such daily wage.

If the daily wage be less than 2 kr., but amounting at least to 1 kr. 40 heller, then such amount shall form the basis of contribution. If, however, the daily wage be less than 1 kr. 40 heller, then contributions must be paid on the total amount of such daily wage.

Persons over 35 years of age on joining the Fund are required to pay a special entrance fee of 2 per cent. of the salary or wages of which they are in receipt, such contribution to be paid either in a lump sum or in not more than 24 equal monthly instalments.

The Railway will contribute one half of the total monthly amounts contributed by the members. Any deficit will be covered by the Railway.

Members are entitled to an allowance after 10 years' membership.

Members who, in case of illness, or injury not self-inflicted, are incapacitated for further service, and have contributed to the Fund for at least five years, will be dealt with as if they had completed 10 years' membership.

The last salary (including any amounts ranking for allowance) received forms the basis for the calculation of the allowance. After 10 years' membership the percentage is 40 per cent. rising by $2\frac{4}{10}$ per cent. for each further completed year of membership. After 35 years completed membership 100 per cent. of the last amounts on which contributions were paid will be granted as the allowance. This is the maximum.

First-class engine drivers, second-class engine drivers, and first-class firemen contributing 6 per cent. are allowed $1\frac{1}{2}$ years for every year of membership whilst employed in such capacity.

The minimum allowances are: "Diener" with yearly salary, 400 kr., "Diener" with monthly salary, and workmen, 300 kr.

The full table for "Diener" is:—

"Provision Institute" Pensions.

For			Number of Years counting for Pension.											
			10	11	12	13	14	15	16	17	18	19	20	21	22
Yearly Salary.	Proportion of Vienna Dwelling Allowance ranking for Pension.	Total Amount ranking for Pension.	Pension in percentage of amount ranking for Pension.												
			40·00	42·40	44·80	47·20	49·60	52·00	54·40	56·80	59·20	61·60	64·00	66·40	68·80
Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1,600	240	1,840	736	780	824	868	913	957	1,001	1,045	1,089	1,133	1,178	1,222	1,266
1,500	240	1,740	696	738	780	821	863	905	947	988	1,030	1,072	1,114	1,155	1,197
1,400	200	1,600	640	678	717	755	794	832	870	909	947	986	1,024	1,062	1,101
1,300	200	1,500	600	636	672	708	744	780	816	852	888	924	960	996	1,032
1,200	160	1,360	544	577	609	642	675	707	740	772	805	838	870	903	936
1,100	160	1,260	504	534	564	595	625	655	685	716	746	776	806	837	867
1,000	140	1,140	456	483	511	538	565	593	620	648	675	702	730	757	784
950	120	1,070	428	454	479	505	531	556	582	608	633	659	685	710	736
900	140	1,040	416	441	466	491	516	541	566	591	616	641	666	691	716
850	120	970	388	411	435	458	481	504	528	551	574	598	621	644	667
800	120	920	368	390	412	434	456	478	500	523	545	567	589	611	633
770	120	890	356	377	399	420	441	463	484	506	527	548	570	591	612
700	120	820	328	348	367	387	407	426	446	466	485	505	525	544	564
650	120	770	308	326	345	363	382	400	419	437	456	474	493	511	530

"*Provision Institute*" *Pensions*—continued.

For			Number of Years counting for Pension.												
			23	24	25	26	27	28	29	30	31	32	33	34	35
Yearly Salary.	Proportion of Vienna Dwelling Allowance ranking for Pension.	Total Amount ranking for Pension.	Pension in percentage of amount ranking for Pension.												
			71·20	73·60	76·00	78·40	80·80	83·20	85·60	88·00	90·40	92·80	95·20	97·60	100·00
Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1,600	240	1,840	1,310	1,354	1,398	1,443	1,487	1,531	1,575	1,619	1,663	1,708	1,752	1,796	1,840
1,500	240	1,740	1,239	1,281	1,322	1,364	1,406	1,448	1,489	1,531	1,573	1,615	1,656	1,698	1,740
1,400	200	1,600	1,139	1,178	1,216	1,254	1,293	1,331	1,370	1,408	1,446	1,485	1,523	1,562	1,600
1,300	200	1,500	1,068	1,104	1,140	1,176	1,212	1,248	1,284	1,320	1,356	1,392	1,428	1,464	1,500
1,200	160	1,360	968	1,001	1,034	1,066	1,099	1,132	1,164	1,197	1,229	1,262	1,295	1,327	1,360
1,100	160	1,260	897	927	958	988	1,018	1,048	1,079	1,109	1,139	1,169	1,200	1,230	1,260
1,000	140	1,140	812	839	866	894	921	948	976	1,003	1,031	1,058	1,085	1,113	1,140
950	120	1,070	762	788	813	839	865	890	916	942	967	993	1,019	1,044	1,070
900	140	1,040	740	765	790	815	840	865	890	915	940	965	990	1,015	1,040
850	120	970	691	714	737	760	784	807	830	854	877	900	923	947	970
800	120	920	655	677	699	721	743	765	788	810	832	854	876	898	920
770	120	890	634	655	676	698	719	740	762	783	805	826	847	869	890
700	120	820	584	604	623	643	663	682	702	722	741	761	781	800	820
650	120	770	548	567	585	604	622	641	659	678	696	715	733	752	770

II.—*Pensions on the Südbahn.*

On the Südbahn the Pension Scheme for "Beamte" is as follows :—

All officials of the Company under 35 years of age are bound to join the Fund.

The basis of contribution is the annual salary and that portion of the dwelling allowance which is equal in amount to one fifth of the salary.

Members are required to pay the following contributions :—

1.—25 per cent. of the annual salary and dwelling allowance of the first definite appointment, payable in 60 consecutive monthly instalments.

2.—50 per cent. of each increment of salary, and of each increased dwelling allowance, payable in 12 consecutive and equal monthly instalments.

3.—5 per cent. of the current salary and current dwelling allowance, payable at those times at which the salary and dwelling allowance is officially paid.

(So long as the 50 per cent. of the increase of salary and dwelling allowance is paid, the 5 per cent. contribution will not be levied on such increase.)

The Company will pay at the end of each and every year an amount equal to the total contributions of the staff during the year in question under the heads 1 and 3 of the preceding paragraph.

After eight years' membership, the pension amounts to 35 per cent. of the last salary and dwelling allowance of which the member was in receipt, and for the ninth and tenth year of membership increases by 2·5 per cent. (1·25 per cent. for 6 months) and from the tenth year upwards increases by 0·2 per cent. per month, so that after 35 years' completed membership the full salary and the corresponding dwelling allowance are granted as pension.

A pension may be claimed after eight years' completed membership of the Fund, and employees who have 30 years' membership to their credit and are over 60 years of age are entitled to retire on pension without producing proof of incapacitation for duty.

An employee injured whilst on duty, and thereby incapacitated for further service either with the Company or for employment elsewhere, will have a period of five years in the former and 10 years in the latter case added to his years of membership.

If, however, notwithstanding this addition of five years, the employee has still no claim to a pension, a pension of 40 per cent. of the salary and dwelling allowance of which he was in receipt will be granted to him, provided he entered the service of the Company before July 1st, 1899, and in all other cases 35 per cent.

The Pension scheme for "Unterbeamte" and "Diener" is as follows :—

All "Unterbeamte" and "Diener" not exceeding 35 years of age are bound to join the Funds. The salary received, plus that portion of the supplementary fees which is equal to one fifth of the salary, form the basis of contribution.

The following contributions are paid by the members :—

A current contribution of 4 per cent. of the salary and supplementary fees (6 per cent. in the case of drivers and firemen, and $4\frac{3}{4}$ per cent. in the case of the train crews), payable in equal monthly instalments.

50 per cent. of each and every increase in salary or supplementary fees payable in 12 consecutive and equal monthly instalments.

(So long as the 50 per cent. on increase of salary and supplementary fees is paid, the 4 per cent., 6 per cent., and $4\frac{3}{4}$ per cent. contribution will not be levied on such increase.)

Persons over 35 years of age, if permitted to join the Fund, must contribute 2 per cent. on the first definite salary and supplementary fees received for each year of their age above 35 years, payable in equal monthly instalments, the number of which is to be fixed by the Committee of Management.

The Company will pay at the end of each and every year a sum equal to the total amount contributed by the members during the year by virtue of the 4 per cent., 6 per cent., and 4¾ per contributions.

An employee has a right to a pension after eight years' membership. This pension amounts to 35 per cent. of the salary and supplements last received, increases by 2·5 per cent. for the ninth and tenth years of membership (1·25 per cent. for six months) and from thence upwards by 0·2 per cent. per month, so that after 35 years' completed membership the full salary and supplements last received are granted as pension.

In the case of the engine crew, in calculating the pension, each two years served on the engine will be counted as three. After the expiry of eight years counting for pension, the allowance is 35 per cent. of the last salary and supplements, rising by 2·5 per cent. for the ninth and tenth years, and from thence upwards by 2 per cent. per year.

The train crew receive after eight years' membership 35 per cent. of the last salary and supplements received, rising by 2·5 per cent. for the ninth and tenth years, and from thence upwards by 0·233 per cent. per month.

The minimum pension of an "Unterbeamter" is 600 kr., of a "Diener" receiving a salary of from 860 kr. upwards, 480 kr., and of a "Diener" receiving a salary up to 720 kr., 360 kr., respectively.

Employees after 27 years of service ranking for pension and over 56 years of age have a right to a pension without adducing proof of incapacitation for further service.

III.—*Pensions granted by the State Railway Company.*

(a.) *Pension Fund.*

The permanent "Beamte" of the Company are alone eligible for membership.

The contributions are as follows :—

Members who joined before January 1st, 1885, pay :—

(*a.*) 20 per cent. of the first annual salary, payable in 24 monthly instalments.

(*b.*) 50 per cent. of each increment of salary.

(*c.*) 6 per cent. of their current salary, payable in equal and consecutive monthly instalments.

(*d.*) 6 per cent. of the 40 per cent. proportion of the respective dwelling allowances.

The Company contributes an amount equal to the total sum paid by the contributors under Clauses *c* and *d* of the preceding paragraph.

The contributions of members joining the Fund after January 1st, 1885, are as follows :—

(*a.*) 25 per cent. of the first annual salary, payable in 24 monthly instalments from the date of admission into the Fund.

(*b.*) 50 per cent. of each increment of salary, payable in 24 monthly instalments.

(*c.*) A current contribution of 5 per cent. on the actual salary in equal and consecutive monthly instalments.

(*d.*) 5 per cent. of the 40 per cent. proportion of the dwelling allowance, also payable in equal monthly instalments.

The Company contributes an amount equal to the total sum paid by the contributors under Clauses *c* and *d* of the preceding paragraph.

The pensions of the above members joining prior to January 1st, 1885, are as follows :—

After 10 years completed membership, 40 per cent. of the last salary and of the 40 per cent. proportion of the dwelling allowance. This allowance increases by 3 per cent. for each further year of membership up to the 20th year, and from thence by 2 per cent. up to the 35th completed year of membership.

In the case of members joining after January 1st, 1885, after 10 years' membership the pension is 40 per cent. of the last salary and of the 40 per cent. proportion of the dwelling allowance, such allowance increasing by 2·4 per cent. for each further year up to the 35th completed year of membership.

In no case can a member receive a pension exceeding the amount of the last salary and dwelling allowance of which he was in receipt.

The minimum pension is 800 kr.

An employee may claim a pension after 10 years' membership—

(*a.*) If he has been served with notice to leave the Company's service.

(*b.*) If incapacitated for duty.

After 40 years' membership any member has the right to retire on pension.

Any person injured on duty, with less than 10 years' membership, has a claim to a pension amounting to 40 per cent. of the last salary and of the 40 per cent. proportion of the dwelling allowance received.

(b.) "*Provision*" *Fund.*

All "Unterbeamte" and "Diener" of the Company under 35 years of age are bound to join the Fund, and workmen not over 35 years who have been at least one year in the service may also become members of the Fund with the special sanction of the Company.

The contributions are as follows :—

(*a.*) 5 per cent. of the current salary or wage (7½ per cent. for loco. and train crews).

(*b.*) 40 per cent. of the 40 per cent. proportion of the Vienna dwelling allowance.

The Company contribute a like amount.

After 10 years' completed membership the allowance is 30 per cent. of the last salary or wage and the 40 per cent. proportion of the dwelling allowance, and rises every further year by 2·4 per cent. The allowance may not, however, exceed 100 per cent. of the salary or wage and the dwelling allowance proportion.

In the case of the loco. or train crew, for each full year during the first 10 years of membership actually spent employed in such Department, and during which a contribution of 7½ per cent. was paid, 1·5 per cent., and for each further year so employed, 1·2 per cent. of the last salary or wage will be added to the aforementioned 30 per cent.; but in no case may the allowance exceed 120 per cent. of the last salary plus 100 per cent. of the dwelling allowance proportion.

In case a member with less than 10 years' membership meet with an accident whilst in the performance of his duty permanently incapacitating him from further service he will be considered as having completed 10 years' membership.

IV.—*Pensions on Hungarian State Railways.*

On the Hungarian State Railways the following Pension Schemes apply for Officials and workmen respectively :—

(a.) *Officials.*

The contributions are :—

22 per cent. of the salary in 48 monthly instalments on joining the Fund.

50 per cent. of the amount of each and every increment in 12 monthly instalments.

3 per cent. current contribution on salary.

The railway contributes an amount equal to the payments of the members by virtue of the 3 per cent. contribution.

Pensions are granted after 8 years, amounting to 35 per cent. of the salary, increasing by 2½ per cent. with each additional year up to the 32nd year and from the 32nd to the 36th year by 1½ per cent. After 36 years of membership the full salary is granted as pension.

Modified pensions are granted to widows and orphans.

(b.) *Workmen.*

The contributions are :—

Entrance fee, 2 kr.

Current contributions :—

Group A.

Class I., 6 kr. per month.
„ II., 4 „ „
„ III., 2 „ „

Group B.

Class I., 4·50 kr. per month.
„ II., 3·00 „ „
„ III., 1·50 „ „

The allowances are :—

Group A.	After 10 years.	After 30 years.
Class I.	400 kr.	1,200 kr.
„ II.	267 kr.	800 kr.
„ III.	134 kr.	400 kr.
Group B.	**After 10 years.**	**After 40 years.**
Class I.	300 kr.	1,200 kr.
„ II.	200 kr.	800 kr.
„ III.	100 kr.	400 kr.

Modified allowances are granted to widows.

V.—*Pensions on the Kaschau-Oderberg Railway.*

(a.) *Pensions for "Beamte," "Unterbeamte," and "Diener."*

The Fund consists of :—

1. Members' contributions—
   (*a.*) 22 per cent. of their salary at the time of their becoming members, extended over 48 monthly payments.
   (*b.*) 50 per cent. of increase of salary each time they are advanced, in 12 monthly instalments.
   (*c.*) 3 per cent. on their salary, payable every month for the whole period of their employment (train crews must pay 4½ per cent.).

This need not be paid on the increase in salary so long as the contribution of 50 per cent. on such increase is being paid.

2. Fines, so long as they have not been inflicted as a compensation for damage.

3. Monthly payments of the Company which shall equal the 3 per cent. and 4½ per cent. contributions of the members.

4. Voluntary contributions.

5. Interest on existing Funds.

Membership of the Pension Fund is reserved to "Beamte," "Unterbeamte," and "Diener" who have been definitely appointed and who are compelled to join the Fund, unless they are more than 35 years of age at the time of their definitive appointment. Ex-non-commissioned officers may, however, join the Fund until the age of 45.

With the aforesaid exception, "Beamte," "Diener," and "Unterbeamte" who are definitely appointed after the age of 35, may make written application to the Management.

In cases when it is decided to accept the candidate, he must pay, in addition to the entrance fees mentioned above, 3-4½ per cent. of his salary for every year by which he exceeds the age of 35. This payment must either be made within 30 days or in instalments, the number of which will be decided by the Pension Committee. If paid in instalments, 3 per cent. interest will be added to such instalments.

Pensions are calculated on the last year's salary, and amount to 35 per cent. of such salary after eight years' membership; from eight years' to 31 years' membership this percentage is increased by 2½ per cent. for each year of membership; from 32 years' to 36 years' membership 1½ per cent. is added to this amount for each year of membership; so that an employee after being a member of the Pension Fund for 36 years is entitled to a pension equal to his last year's salary, with the proviso that this shall not exceed 6,000 gulden per annum.

Members who are employed on train service (train crew) are entitled to reckon the period spent on such service as equivalent to one-and-a-half times the ordinary service with the proviso that they shall, however, not be entitled to a pension unless they have been members of the Pension Fund for at least eight years.

(b.) *Pensions for Workmen.*

1. The Funds consist of :—
   (*a.*) The Funds belonging to the former "Mutual Benefit Society," amounting on January 1st, 1896, to 159,777 kr., 42 heller.
   (*b.*) The contribution of the Company on account of the 35th anniversary of its foundation, and amounting to 10,400 kr. on January 1st, 1896.
   (*c.*) The contributions of members.
   (*d.*) The annual contribution of the Company, amounting to the sum of the contributions of the members.
   (*e.*) Fines in so far as they have not been inflicted for damage to the Company's property.
   (*f.*) Other contributions and interest on existing Funds.

All permanent workmen between the ages of 23 and 35 must become members of this Fund.

Workmen above the age of 36 and who have not reached the age of 45 may join the Fund with the consent of the committee of the Fund, but must pay 4 per cent. of their average annual wage for every year by which they exceed the age of 35. This payment is made in instalments, the number of which is settled by the committee.

Members must pay during their membership (but not after 40 years of membership) 4 per cent. a year of their average annual salary (this applies to workmen paid by the year or month, others pay in monthly instalments). Train crews pay 6 per cent.

After 10 years' membership workmen are entitled to a pension equal to 33⅓ per cent. of the annual average wage. They are, moreover, entitled to this if dismissed as the result of an accident and notwithstanding the fact that they may not have completed their 10 years of membership.

Should a member leave the service before having accomplished 10 years of membership, his payments will be refunded together with 4 per cent. interest.

Members of train crews shall be entitled to count each year of such service as equal to 1½ years, but shall, however, not be entitled to a pension until they have been members for 10 years.

From the 10th to the 20th year of membership the amount is raised by 1·66 per cent per year of membership, and from the 21st to the 40th year the amount is raised by 2·5 per cent. per year of membership, at the end of which year the pension will equal their annual average wage.

General Notes.

In every case when a private Railway has been absorbed by the State, the agreement and the subsequent law have always contained clauses to the effect that the staff are not to be prejudicially affected by the transfer, so that, speaking broadly, the effect of nationalisation upon the staff themselves has not been either to their advantage or disadvantage.

Of course, comparing their rate of pay to-day with the rate of pay when the majority of the lines were in the hands of private companies, an advantage will be shown in favour of the State payments, but this is entirely due to the fact that within recent years the rates of pay all round have risen considerably. The appended statement shows this :—

Comparison of Wages paid on Austrian State Lines in previous years with present time.

Grade.	Former Yearly Income per Man.	Present Yearly Income per Man.
	Kr.	Kr.
Foremen	1,300–2,600	1,400–3,000
Station Inspectors, Engine Drivers, Inspectors	1,100–2,200	1,200–2,600
Second-class Engine Drivers and Second-class Station Inspectors.	900–1,600	900–1,800
Guards and Passenger Porters	700–1,200	800–1,600
Station Attendants, Shunters	700–1,000	800–1,400
Signalmen	800–900	800–1,400

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The following table shows the total Wages Bill in recent years on the Hungarian State Railways:—

	Kr.
1903	66,551,753
1904	71,406,218
1905	76,458,054
1906	80,715,451
1907	90,590,917

A new scheme of pay is about to come into operation by which the pay of the staff, who are now in receipt of the amount shown for 1907, will in 1909 amount to Kr. 102,745,000, or an increase of Kr. 12,154,083 per annum.

Comparing the rates of the State to-day with the rates of the existing private Railways, we find very little difference in the general payments, but on the private Railways there exist certain additions to the salary in the way of bonuses and small supplementary allowances; a certain amount is allowed for the provision of stationery, etc., which is far in excess of the amount required to be actually expended, so that although, when transferred to the State, the employees receive their yearly or periodical salary with the recognised allowances just as they had received them on the private lines, the subsidiary allowances cease to exist.

As to the "Arbeiter," they being paid the wage for the district in which they are employed, they are not affected in any way by a change of ownership.

Politics play a considerable role in matters affecting the staff, and very often considerable pressure is put upon the Minister, with which, in most cases, he finds it expedient to comply. An instance has been given of this in connection with the North Western Railway and the raising of rates.

The staff when considering themselves to possess grievances apparently do not resort to open strikes, but adopt what is known as "Passive Resistance," which means that, whilst strictly adhering to the letter of the regulations, no individual effort is put forth by any disaffected employee, only such work being done as is absolutely necessary in order to avoid dismissal. These agitations are of fairly frequent occurrence, and are often backed up by Parliamentary pressure.